

**Plan Downtown  
Plan Alternatives Report Comments**

August 30, 2016

	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
1	Adam Goldenberg	11 West Partners-Old Oakland	Email	Economic Development	4/6/16	Parking lot on 8th Street should not be converted into a pocket park as it 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. Maintain the character of the neighborhood. Parking lot on 10th Street should include higher densities and make 10th street more attractive for pedestrians.
2	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	AC Transit's core concern is that the plan does not provide for a network of transit-focused streets in Downtown Oakland. If these streets are not managed and improved appropriately, the result will be greater unreliability of services, greater delays, and loss of ridership. These streets do not all necessarily need dedicated bus lanes, but they all need to be managed with transit as the first priority.
3	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	As a planning concept, we propose that streets with bus routes within the Downtown Specific Plan area be considered part of a downtown Oakland Transit Priority Zone. We have proposed this concept in the Major Corridors Study. Within this Zone, the City would work with AC Transit to facilitate fast, frequent, reliable, attractive transit. Designating a network of transit priority/preferential streets is a best practice in today's transportation planning, being implemented by San Francisco, Los Angeles, Portland, Seattle, Washington, and the city of Alameda, among others.
4	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	As SPUR notes, the numerous bus lines on Broadway give it the highest level of transit service in the Bay Area outside of Market Street, San Francisco. But the plan as drafted would do very little to improve bus transit. Instead the plan focuses on a proposed streetcar which would not improve transit, but could substantially interfere with the operation of hundreds of buses on Broadway. Broadway between th St. and Grand Avenue is the top priority transit street which should receive appropriate supporting actions.
5	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	By 2040, Downtown Oakland could strengthen its role as a top regional center, while improving its streetscape environment. Such improvement can only occur, however, if the role of transit in serving Downtown Oakland is further strengthened and improved. The alternatives are either constraining Downtown's transportation system and reducing its attractiveness, or submerging Downtown Oakland in a wave of cars. AC Transit looks forward to working with the City of Oakland and other partners to help make Downtown Oakland a premiere 21st Century transit-oriented downtown.

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6	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Car-free Broadway? It has been suggested that buses, bikes, and streetcars could all operate well in a low car environment on Broadway downtown. If buses, streetcar tracks, and bike lanes were all to be placed on Broadway, there would be no space for private autos. Not only parking would have to be removed, but auto travel would need to be removed from Broadway. However, we are skeptical that such a proposal is politically feasible in the short-medium term. Even with a car-free corridor, many of the conflicts identified above would still exist'.
7	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Defining, implementing, and upgrading transit streets will of necessity be a multi-year process. In the short run, it is important to assure that these streets remain available for improved transit operations in the future. What is needed is right of way preservation. These streets should be not subject to physical narrowing or reduction in the number of vehicle travel lanes while their long term design is being developed.
8	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Despite Challenges and Needs, Transportation is a Strength of Downtown Oakland, not a Weakness Oakland has been a transportation hub since the city's inception. Today Downtown Oakland is the region's largest transit hub outside San Francisco. Downtown Oakland has one seat BART service to all of the other 42 BART stations, and is served by more BART trains than San Francisco. All areas of Oakland (outside the hills) between Alcatraz Avenue and Fruitvale Avenue have one seat bus service to Downtown Oakland. This bus service continues further north and south on many corridors, including three in East Oakland. Downtown Oakland not only has bus and regional rail transit, it also has intercity transit (Amtrak) and high amenity transit (the Oakland-Alameda ferry). Compared to San Francisco or San Jose, traffic into Downtown Oakland is moderate, making it possible to provide to effective roadway-based transit. Though symbolic transportation investments have been touted as economic development strategies, it seems unlikely that transportation is the key factor limiting growth here.
9	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Finally, we are confused by the identification of Howard Terminal as a potential transit hub. Currently all three downtown BART stations, and West Oakland BART serve as transit hubs-locations where multiple bus routes converge and often terminate. Howard Terminal is one mile from 12th St. BART and one mile from West Oakland BART, no additional hub is needed for these short distances. If Howard Terminal is redeveloped for more intense use, AC Transit would work the City to develop a service plan for that area.

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10	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Getting to and from Downtown Oakland is the Greatest Transit Challenge, not Getting Around Within it When the plan mentions transit, it largely 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. Peak hour BART service is at or above capacity, especially on trains that serve San Francisco. AC Transit's Transbay buses face similar loads. The long travel times of our local buses, caused by many factors, undermines their attractiveness for passengers. As SPUR notes, the 24% of Downtown Oakland workers commuting on transit is less than half of Downtown San Francisco's 50%+ transit share. The City and transit agencies face the challenge of both expanding transit capacity into Downtown, and improving transit speed and reliability to increase transit ridership.
11	Robert del Rosario	AC Transit	E-mail Attachment Letter	Built Environment, Preservation & Housing	4/6/16	In Oakland as a whole, bus stops are the single greatest generator of pedestrian activity. This shows that plans for pedestrian improvements that support transit service, rather than impede it, should be developed.
12	Robert del Rosario	AC Transit	E-mail Attachment Letter	Affordability & Equity	4/6/16	It must be noted that many observers nationally view streetcars as a vehicle for gentrification. Despite their minimal transit value, streetcars are believed by some to help attract more affluent renters and buyers, potentially causing displacement of longtime residents. MTC has raised this concern about the project. This critique has also been particularly strong in the case of the recent opening of a long delayed streetcar line in rapidly gentrifying Washington D.C. In some instances, equity issues have been raised when cities provide upgraded streetcar, stops, but not bus stops.
13	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Streetcar interference with bus operations: The streetcar would interfere with bus operations and degrade both bus speed and reliability. If streetcars and buses were put in the same lane, the slow moving streetcars would dictate the movement of buses. There could also be competition for curb space for stopping. • Buses on Broadway also depend on the ability to pass each other because of the high volumes of buses. Streetcars in a lane adjacent to buses would make it more difficult for buses to pass.

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14	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Streetcars do not provide transit benefit: Replacing buses with streetcars will not provide any transit benefit to Downtown Oakland. Streetcars operate in mixed traffic, and are subject to all the delays of local buses. They typically operate more slowly than buses because they do not have a bus' ability to circumvent obstacles. The Portland Streetcar typically operates at 6 miles per hour. Streetcars are immobilized by double parked cars, as frequently occurs on older systems.
15	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Streetcars have been implemented alongside other public investments [in the Downtown Plan], making it impossible to tell if streetcars generate economic development. With transportation as a relative strength of Downtown Oakland, while other issues create real or perceived weaknesses, it seems questionable at best to argue that a streetcar will boost the area economically. In addition, Downtown Oakland is in the midst of an economic boom that makes a multi-million dollar streetcar investment unnecessary as a catalyst for development.
16	Robert del Rosario	AC Transit	E-mail Attachment Letter	Economic Development	4/6/16	The plan does not project any vision of Downtown Oakland as a center. Downtown San Francisco is understood to be "the region's core," San Jose proclaims itself "the capital of Silicon Valley." 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? How will Downtown Oakland maintain its centrality in the face of challenges (for various uses) from San Francisco, Emeryville, Berkeley, Walnut Creek, San Leandro, Alameda and others? How can Oakland leverage its numerous transportation assets to support a central role.
17	Robert del Rosario	AC Transit	E-mail Attachment Letter	Other	4/6/16	The Plan Fails to Conceive of Downtown Oakland as a Citywide and Regional Center. The plan treats Downtown Oakland in isolation as a neighborhood in isolation. The plan focuses on improving quality of life and amenities in Downtown Oakland. AC Transit (and the predecessor Key System) has been headquartered in Downtown Oakland for more than a century, so we appreciate proposals for improved quality of life here. Like many American downtowns, Downtown Oakland has gained new residents-especially young people-who want and deserve a better local quality of life. Yet, Downtown attracts residents who want to live in the city center, not in a village.

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18	Robert del Rosario	AC Transit	E-mail Attachment Letter	Economic Development	4/6/16	The plan includes both analysis of the residential and commercial market, and scenarios for growth. However, it is not clear how the scenarios are informed by the market analysis. As SPUR and others have noted, development now in Downtown Oakland is less lucrative than in San Francisco, but almost as expensive to build. While recognizing the difficulties of making 24-year projections, they are useful as a frame for both city and transportation planning. AC Transit is required to do scenario planning for at least the next 10 years. Numerous questions about growth remain: Does the City continue to assume the growth projections in Plan Bay Area? What is the City's view of SPUR's aspirational growth targets of 50,000 added jobs and 25,000 added residents?
19	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	The plan's proposals for conversions, coupled with widespread street narrowings (one to two way conversions), are a recipe for slower, less reliable bus operations. Existing couplets with transit operations should not be converted to two way operation unless and until designs are developed which demonstrate that bus operations will not be disrupted.
20	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	The Priority of On-street Parking Must be Rethought. In our experience, on-street parking is effectively the highest priority use on virtually every street in Oakland we use. On-street parking is the hardest use to change, the City can more easily remove vehicle travel lanes. On-street parking is vehemently defended as required for businesses, yet it can only provide a fraction of the access needs of all but the tiniest businesses. In addition to transit, pedestrian and bicycle access, there are off-street parking lots and structures within X mile of the great bulk of Downtown Oakland locations. In many instances, the removal of a few parking spaces could allow better bus stop placement, better turning movements, or other transit benefits. Larger scale parking removal could accommodate true Complete Streets design for pedestrians, bicycles and transit. On-street parking should no longer be the automatic top priority on Downtown Oakland streets with transit.
21	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	Transit Streets are Missing in the Street Typology; They Should be Provided. The street typology provided in the plan is incomplete, and would degrade transit. Buses would be required to travel in a single travel lane with cars and all vehicle traffic on every street except Broadway. The plan should include street typologies which are functional for transit and applicable to the streets identified above.

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22	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	We are very disappointed that the plan's transit proposals center on instituting a streetcar line. Streetcars might be an ornament to Downtown, but they would not be an effective transit service. The opportunity costs of a streetcar project would not be trivial. Developing the streetcar line would cost tens of millions of dollars. This funding would be unavailable to other major corridors in need of improvement, such as Macarthur Boulevard, Foothill Boulevard, or Telegraph Avenue.
23	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	We believe that the best planning framework for developing intersection/block specific proposals is the currently suspended Downtown Oakland Circulation Study. That document could address topics such as one way and two way roadways, transit lanes (all day and part time), transit stop treatments such as bulbs or island stops, changes to signal operations, and other improvements. We hope that work will resume soon on the Circulation Study, to provide the much needed overall roadway plan for Downtown Oakland.
24	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	We note with great concern that the plan largely ignores transit, while focusing on other modes. This imbalance is striking in a plan for " ... one of the most transit-accessible places in the region", as SPUR describes it. Some 25% of commuters into Downtown Oakland use transit, compared with approximately 5% who walk or bike. This disproportion can be visualized on the Wardle below, which sizes words to the relative frequency of their appearance in the plan. The plan should focus its policies on the goal of increasing the transit share of access to Downtown Oakland, which will be critical for the city's growth.
25	Robert del Rosario	AC Transit	E-mail Attachment Letter	Connectivity & Access	4/6/16	With the large volume of buses operating along it, soon to be augmented by the BRT, Broadway is the top priority transit street in Downtown Oakland (and indeed the entire East Bay). The relatively small amount of on-street parking and loading on Broadway in downtown should be removed. Signal timing should be optimized for transit along Broadway, as is done on Market Street in San Francisco. AC Transit and the City should review the optimal set of stop locations in the segment as a whole. New treatments such as bus bulbs and island stops should be considered.
26	Marvin X	Academy of Da Corner	Historical sights along the route of the Black Art Movement Cultural and Economic District 14th Street Corridor	Arts & Cultural Heritage		rename Alice St. in honor of Black Arts Movement worker Michael Lange

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27	Marvin X	Academy of Da Corner	Historical sights along the route of the Black Art Movement Cultural and Economic District 14th Street Corridor	Arts & Cultural Heritage		Sites along the Black Arts Movement (see report for information about each site): AAMLO; C. L. Dellums Apts; Elihu Harris state building; Ronald V. Dellums Federal Building; statue Donald McCullum (in Federal Building); Post Office named for Byron Rumford); Frank Ogawa Plaza (bust of Frank Ogawa), plaza also called Oscar Grant Plaza; Lionel Wilson office building; Marvin X's Academy of da Corner; bust of John B. Williams (14th & Broadway); George Scotland Convention Center; Key System Building; Joyce Gordon Gallery; Geoffrey's Inner Circle; 405 14th St. (suite 1215) Post News Group; Malonga Center for the Arts; 14th & Alice (where journalist Chauncey Bailey was slain); Preservation Park (organized by Black Chamber of Commerce leaders and the home of Ellen G. White); Imagine Affairs special events; Exhale Hair Salon; Oakland Tattoos; Central Nails; When Harlem Was In Vogue; Club Vinyl; Halftime Sports Bar; Bank of Oakland; Club Caribee; Rene C. Davidson County Courthouse; Tribune Building
28	Marvin X / sketches by Menhuaime Ayele	Academy of Da Corner	Historical sights along the route of the Black Art Movement Cultural and Economic District 14th Street Corridor	Arts & Cultural Heritage		See report for african-inspired streetscape images including: 14th & Broadway gateway feature ("Algebra Square/Crossroads"); crosswalk ("Legba Square"); bike station (safari/elephant tusks for attaching bikes to); bus station with words "Do 4 Self" and living roof; trash cans in shape of African and Pan African hand drums (Djembe, Conga, Rebolo, etc.); Lamp posts with "BAM" in a heart shape; poetry poles; lamp posts with girafe pattern paint; planters with egyptian designs; star for artists in the sidewalk; bike wall; curb detail with African / Egyptian symbols; bus bench with elephant feet
29	Kit Vaq	ACCE Action - Riders for Transit Justice	E-mail	Connectivity & Access	4/6/16	1) It is an inflexible system that cannot be re-routed due to a variety of situations (e.g. marathons, street fairs, protests, police actions, etc.)
30	Kit Vaq	ACCE Action - Riders for Transit Justice	E-mail	Connectivity & Access	4/6/16	2) It is easy to disrupt train service. We see this daily with BART. Natural, mechanical, and man-made problems can and do happen. The big earthquake will damage the track system. If the electrical system is disabled for another reason, the streetcars won't run. The buses are always utilized to help BART when BART service goes down.
31	Kit Vaq	ACCE Action - Riders for Transit Justice	E-mail	Connectivity & Access	4/6/16	3) It is extremely expensive to install, maintain, and replace. Buses cost less to eventually replace and are easier to adapt to design changes. Buses now are greener by design, reducing greenhouse gases.
32	Kit Vaq	ACCE Action - Riders for Transit Justice	E-mail	Connectivity & Access	4/6/16	4) It serves a limited part of Oakland and does not effectively reach the rest of the city, nor the majority of transit dependent riders. It will probably be more expensive to ride too, making it less accessible.

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33	Kit Vaq	ACCE Action - Riders for Transit Justice	E-mail	Affordability & Equity	4/6/16	5) It means less transit jobs. It will probably require less operators to run and will probably eliminate buses that serve along the Broadway corridor.
34	Kit Vaq	ACCE Action - Riders for Transit Justice	E-mail	Connectivity & Access	4/6/16	6) It will take funds away from the rest of our buses. That is already happening with the free shuttles on Broadway.
35	Kit Vaq	ACCE Action - Riders for Transit Justice	E-mail	Affordability & Equity	4/6/16	We all know that the issue of gentrification due to transit and housing development is on the table today. So we feel the Broadway Transit Circulator is another example of promoting this gentrification in our community. The streetcar represents to us very expensive transit window dressing for a particular group of riders and businesses. It does not truly serve the majority of transit dependent Oaklanders that continue to need more buses in our neighborhoods. The issue of not enough buses for local residents to even get downtown easily from many neighborhoods has to be addressed by the City of Oakland, not just AC Transit. Your goal to reduce cars in Oakland must include more buses with more bus stops in residential areas, not streetcars, not even the BRT. A streetcar has major limitations that we feel your department is not taking seriously.
36	Kristen W. Zaremba	Acting Cultural Arts Manager, Department of Economic and Workforce Development			12/7/15	In light of recent Broadway underpass improvements, take a look at a underpass lighting project in Holland: <a href="http://www.slate.com/blogs/the_eye/2015/11/24/the_dutch_city_of_zutphen_builds_two_new_underpasses_that_look_like_works.html?wpsrc=sh_all_dt_tw_bot">http://www.slate.com/blogs/the_eye/2015/11/24/the_dutch_city_of_zutphen_builds_two_new_underpasses_that_look_like_works.html?wpsrc=sh_all_dt_tw_bot</a>
37	Conrad Meyers	Aggregate Space	Art Murrmur Stakeholder Mt	Built Environment, Preservation & Housing	12/16/15	Research cities that failed (New York, Chelse/Soho, Washington, D.C., San Francisco Mission); high ceiling and natural light that doesn't have to pay a premium; square footage is not equal to retail; give an artist a space, it will be great; elongate purchase process and design check processes in arts districts.
38	In-person meeting w/ Tram Nguyen & Susan Levy	Alameda County Department of Public Health - Place Matters	Meeting Notes	Affordability & Equity	1/11/16	Additional organizations to reach out to: <ul style="list-style-type: none"> <li>• Governing Alliance for Racial Equity</li> <li>• Human Impact Partners</li> <li>• Robert Ratner</li> <li>• Trust clinic homelessness</li> <li>• East Oakland Building Healthy Neighborhoods</li> <li>• East Lake United for Justice</li> </ul>
39	In-person meeting w/ Tram Nguyen & Susan Levy	Alameda County Department of Public Health - Place Matters	Meeting Notes	Affordability & Equity	1/11/16	coordinate with ongoing City initiatives such as "Healthy Homes" (asthma program housing habitability issues); SROs (conditions); OSNI (Al Auletta); Truck Routes; Pedestrian Master Plan

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40	In-person meeting w/ Tram Nguyen & Susan Levy	Alameda County Department of Public Health - Place Matters	Meeting Notes	Affordability & Equity	1/11/16	see Alameda County's work on improving health outcomes: <a href="http://www.acphd.org/social-and-health-equity/policy-change/place-matters.aspx">http://www.acphd.org/social-and-health-equity/policy-change/place-matters.aspx</a> <a href="http://www.acphd.org/media/114473/placematters_overview.pdf">http://www.acphd.org/media/114473/placematters_overview.pdf</a>
41	In-person meeting w/ Tram Nguyen & Susan Levy	Alameda County Department of Public Health - Place Matters	Meeting Notes	Affordability & Equity	1/11/16	see report: Goldman Homeless study
42	In-person meeting w/ Tram Nguyen & Susan Levy	Alameda County Department of Public Health - Place Matters	Meeting Notes	Affordability & Equity	1/11/16	Utilize the Health Development Guidelines (development scale tool available to Planning Department in year or two - check with Darin Ranelletti)
43	Alison Kirk	BAAQMD	Phone call	Public Health	4/7/16	Conduct a Health Risk Assessment for any potentially incompatible placement (of sensitive receptor near pollution generating land use) and locate land uses away from these stationary and mobile sources of pollution if they pose an unacceptable risk
44	Alison Kirk	BAAQMD	Phone call	Public Health	4/7/16	Pay special attention to placement of sensitive receptors (i.e., schools, senior centers, residential uses, etc.) from existing stationary sources (such as back up diesel generators, gas stations), roadways/ freeways and large "complex sites" (such as the Port of Oakland).
45	Alison Kirk	BAAQMD	Phone call	Public Health	4/7/16	See BAAQMD Planning Healthy Places Guidebook for addressing air pollutants <a href="http://www.baaqmd.gov/plans-and-climate/planning-healthy-places">http://www.baaqmd.gov/plans-and-climate/planning-healthy-places</a>
46	Alison Kirk	BAAQMD	Phone call	Public Health	4/7/16	Use best practices (from City's Standard Conditions of Approval) if a sensitive receptor is near a source of pollution
47	Leah Gillman	Barefoot Movement Yoga Studio		Other	10/21/15	No space for garbage bins, so it must be set on sidewalk. Public uses bins, which fills it up. Result is either to get bigger bins, or lock. Either costs business owners more money.
49	Maggie Wenger	BCDC	2016-04-05 Letter	Environmental Sustainability	4/5/16	As there are significant biological resources along the shoreline of the Specific Plan Area, the Final Plan should also consider the Bay Plan public access policies that aim to maximize public access opportunities while minimizing significant adverse impacts upon wildlife. If the project will attract substantially more people to the shoreline than current visitation rates, the potential impact on adjacent habitats and wildlife should be evaluated in the Plan, as outlined the public access policies, including any design features or management that would address possible impacts on habitats and wildlife.

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50	Maggie Wenger	BCDC	2016-04-05 Letter	Environmental Sustainability	4/5/16	Bay Plan policies require that public access be designed and maintained to avoid flood damage due to sea level rise and storms. Any public access provided as a condition of development must either remain viable in the event of future sea level rise or flooding, or equivalent access consistent with the project must be provided nearby.
51	Maggie Wenger	BCDC	2016-04-05 Letter	Other	4/5/16	BCDC would need to review and issue permits for the proposed Bay Inlet, including impacts to natural resources, shoreline structures, and net Bay fill. Portions of plan are designated for park priority use on Bay Plan Map 5: <a href="http://www.bcdc.ca.gov/pdf/bayplan/Plan_Map_5.pdf">http://www.bcdc.ca.gov/pdf/bayplan/Plan_Map_5.pdf</a>
52	Maggie Wenger	BCDC	2016-04-05 Letter	Other	4/5/16	If any projects identified in the Final Plan require Bay fill for new shoreline development within BCDC's jurisdiction, then the Final Plan should discuss BCDC policies on filling and what is allowable for fill to be placed in the Bay to protect existing and planned development from flooding as well as erosion. However, new projects on fill that are likely to be affected by future sea level rise and storm activity during the life of the project must: be set back from the shoreline to avoid flooding; be elevated above expected flood elevations; be designed to tolerate flooding or employ other means of addressing flood risks.
53	Maggie Wenger	BCDC	2016-04-05 Letter	Open Space & Recreation	4/5/16	The demand for recreational facilities, including parks, trails, marinas, launching ramps, fishing piers, and beaches in the Bay Area will increase rapidly as the population increases, and will accelerate as population density near the edge of the Bay and spending power per capita increase, and the population ages. Many more recreational facilities will be needed. As the diversity of the Bay Area population increases, the demand for water-oriented recreational activities will also diversify. Providing a variety of accessible, water-oriented recreational facilities and diverse recreational opportunities at these facilities for people of all races, cultures, ages and income levels, would accommodate a broad range of recreational activities. Waterfront parks can serve as important gateways to wildlife refuges, wildlife areas and ecological reserves by providing staging and education opportunities and serving as buffers between these lands and developed areas. As depicted in Map 5, a portion of this shoreline is currently designated as a Waterfront Park Priority Use Area. Development of this area, and attendant development of public access along San Francisco Bay will need to be coordinated with the Bay Trail to provide high quality waterfront recreation opportunities for the public at the shoreline. Development in this area should preserve or improve these benefits.

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54	Maggie Wenger	BCDC	2016-04-05 Letter	Environmental Sustainability	4/5/16	The Plan should include an analysis of how an increase in sea level under multiple sea level rise scenarios could impact the proposed project. The map on page 2.23 in the Plan Alternatives Report uses Adapting to Rising Tides data layers but misidentifies predicted inundation levels. 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 <sup>1</sup> . For comparison, the City of San Francisco is using 66" of sea level rise by 2100 as a high---end estimate to understand potential inundation risk. Although climate adaptation is not a focus of this plan, it is critical to the long---term success of these strategies.
55	Maggie Wenger	BCDC	2016-04-05 Letter	Environmental Sustainability	4/5/16	The Specific Plan also overlaps with the ongoing Adapting to Rising Tides Program, a collaborative project led by BCDC investigating sea level rise and storm event flood risk in this area. Development in the plan area, especially in Jack London Square, could be vulnerable to future flooding, storm events, and sea level rise inundation if not located or designed to be resilient to current and future flood risks. For more information on the results of that project, or to participate, please contact me or visit <a href="http://www.adaptingtorisingtides.org">www.adaptingtorisingtides.org</a> .
56	Marshawn Lynch	Beast Mode Apparel-Old Oakland	Email	Economic Development	3/22/16	Increase density in order to increase economic activity throughout Old Oakland.
57	June Grant	Blink!Lab Architecture (CAG member)	email	Connectivity & Access	4/5/16	Add analysis of commercial traffic to the report (notes that 3rd St. is an existing primary truck route frequented by cyclists)
58	June Grant	Blink!Lab Architecture (CAG member)	email	Connectivity & Access	4/5/16	Need for trees; suggestions for an approach to trees in general in the Jack London District
59	June Grant	Blink!Lab Architecture (CAG member)	email	Connectivity & Access	4/5/16	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
60	Anonymous community member at Work-in-progress presentation	Boards at the Open Studio and Work-in-progress presentation		Environmental Sustainability	11/12/15	Amplified music to 10:30PM in parks/plazas
61	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Connectivity & Access	11/12/15	Bike/pedestrian bridge to Alameda

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62	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Connectivity & Access	11/12/15	Create shuttle around Lake Merritt – Connect to Broadway Shuttle – “Merritt-Go-Round”
63	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Arts & Cultural Heritage	11/12/15	Focus on education of local kids – get the tools in their hands! [to facilitate ‘Maker Space’ Arts/Production District]
64	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Affordability & Equity	11/12/15	Mandatory Affordable Housing Percentages. Affordable Housing must be inclusionary!
65	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Environmental Sustainability	11/12/15	More planter boxes, compost collection & edible landscapes
66	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Arts & Cultural Heritage	11/12/15	Old Oakland-Show evidence of researching other cultures precedents & understanding Latin America (eg. Superwalkways)
67	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Connectivity & Access	11/12/15	Please put some benches along all pedestrian walkways for us seniors!
68	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Connectivity & Access	11/12/15	Street Designs: Add Crosswalk here (to cross San Pablo) [at San Pablo Ave at William, between 19th and 20th St

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	Name	Affiliation	Source	Topic	Date	Comment
69	Anonymous community member at Work-in-progress presentation	Boards from Work-in-progress Presentation		Built Environment, Preservation & Housing	11/12/15	West of San Pablo-REPLACE UGLY CITY HALL PARKING GARAGE W/ PUBLIC PLAZA/PARK.
70	Scott Goldenberg	Café 817-Old Oakland	Email	Economic Development	4/11/16	Firmly believe that allowing greater density in the neighborhood would further revitalize the area, help existing business, and encourage more Oakland-style business to open here. We are all in support of a taller building to be built on the surface parking lot on 10th Street currently serving the Smart and Final. It is on the outer edges of Old Oakland, so the taller height would bring needed new people to the neighborhood while at the same time blending in with the downtown office buildings.
71	Scott Goldenberg	Café 817-Old Oakland	Email	Open Space & Recreation	4/11/16	We also want to express our strong opposition to the idea of placing a new public park on the current parking lot at 8th and Washington Streets. We have no doubt this will attract the same loitering and undesirable activities that currently inhabit Lafayette Park a couple blocks away. This would not only be a safety issue, but could serve to deter visitors to Old Oakland.
72	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Open Space & Recreation	3/23/16	Active Spaces: Jackson Park is used successfully, from tai chi at 5:00am to pickup basketball at 11:00pm – how do we get more of that throughout Downtown? Snow Park also – youth actually hang out there already
73	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Affordability & Equity	3/23/16	Affordability & Equity Principles <ul style="list-style-type: none"> <li>• critical to housing</li> <li>• Preservation and affordable housing overlap</li> <li>• Change the “keep downtown affordable...” to make/ensure, etc. (Downtown is no longer affordable)</li> </ul>
74	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Arts & Cultural Heritage	3/23/16	Cultural/Political Activism: How do we design for protest and demonstration? Provide safe spaces for participants
75	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Connectivity & Access	3/23/16	<u>Equity</u> : 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
76	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Built Environment, Preservation & Housing	3/23/16	Growth in the plan is very modest; we need to be thinking about our role in the region as the largest city in the East Bay

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77	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Affordability & Equity	3/23/16	Must consider the affects of moving the homeless; Catholic Charities is doing good work to help address trauma of moving homeless from their temporary encampments  Call out very low-income housing as part of the need for “affordable” housing
78	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Other	3/23/16	Note that there is a very small turn out for this meeting <ul style="list-style-type: none"> <li>• could be skewed representation of ideas if larger membership is not here to offer their feedback;</li> <li>• specifically missing the small businesses (Regina of Regina’s Door was present)</li> <li>• meeting time could be an issue</li> <li>• consider a doodle poll for best meeting times</li> <li>• “scaffolding” meetings</li> </ul>
79	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Open Space & Recreation	3/23/16	<u>Plan Alternatives:</u> Snow Park – youth already hang out there Gardens in the tree wells – businesses adopt and take care of them (17th St.) Decorative lighting with hanging flower baskets (17th St.) Green rooftops for bus stops (Philadelphia example)
80	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Connectivity & Access	3/23/16	<u>Plan Alternatives:</u> Better connect neighborhoods using Broadway as connective tissue; address dead zones; incentive to Trans-America building to build higher than originally planned
81	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Affordability & Equity	3/23/16	<u>Policy Recommendations</u> (see notes for full write up): BID ambassadors trained in cultural sensitivity and restorative justice; noise ordinances eased to protect entertainment activities; cultural equity funding for BAMBD; incentives/requirements for non-profit (youth oriented) ground floor space; lease vacant buildings to youth organizations/social enterprises; larger business adopt smaller businesses
82	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Connectivity & Access	3/23/16	<u>Policy Recommendations:</u> Emphasize Broadway – should be focus of Downtown improvements; plan for grand boulevard; Signage; Coordination between freeway access and transit circulation; Sound wall on I-880, one that curves in; Some kind of landmark in center for Chinatown; not gateways on outskirts; Structures under freeway; Public uses under the underpasses; Earthquake preparedness

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	Name	Affiliation	Source	Topic	Date	Comment
83	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Built Environment, Preservation & Housing	3/23/16	<u>Policy Recommendations:</u> Good mention of view corridors Where will the fuller vision come from? How will we do the mixed use and concentrated development? Displacement and equity should be integrated into every section Needs to mention non-profit office space (preservation) List housing incentives and new ones Use of public land as strategy for affordable housing; need to ensure sites for affordable housing Preservation of industrial use in Jack London (housing near Broadway is OK as long as there is No Complaint Clause Art uses require truck access – this might be contradictory to “walkable streets”
84	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Arts & Cultural Heritage	3/23/16	<u>Vision:</u> [See meeting notes for specific feedback] should [better] address cultural change, youth/intergenerational culture, business leaders as community builders, and history of activism
85	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Connectivity & Access	3/23/16	<u>Vision:</u> Designate another BART Station along Franklin St., not in fringe in West Oakland; Broadway needs high-level transit investment i.e., streetcar; Complete streets coordinated with adjacent neighborhood i.e., Freeway Access Project; 2-way street – what will be the priority and criteria for which streets convert first?; 2-way streets to calm traffic to make sidewalks walkable; make 2-way conversion requirement of big projects; Direct traffic off of Broadway?
86	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Built Environment, Preservation & Housing	3/23/16	<u>Vision:</u> Include something about very low- and low-income housing 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? ☐

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	Name	Affiliation	Source	Topic	Date	Comment
87	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Built Environment, Preservation & Housing	3/23/16	<p><u>Vision</u>: Principles            Built Environment Preservation &amp; Housing</p> <ul style="list-style-type: none"> <li>• “Focus intensity...” (first bullet on page 1.10) needs to be rewritten: clarify if its comparing to other Downtown neighborhoods or other neighborhoods in Oakland</li> <li>• Discussion about pros &amp; cons of designating subareas for family vs. entertainment vs. retail, etc.</li> <li>• Retail needs to be focused; no more scatter shot approach; focus on Broadway and Telegraph</li> <li>• Go for the parking lots</li> <li>• ID the notes opportunity areas in each Downtown neighborhood</li> <li>• Need the density above retail to bring people in</li> <li>• “Create walkable, bikeable...” change to urban design/universal design</li> <li>• “Help attract a vibrant mix of uses...” delete “vibrant”; for who? What uses?</li> </ul> <p>Opportunity</p> <ul style="list-style-type: none"> <li>• Fire Alarm building could become arts space</li> <li>• Make plan b for 19th St. Emerald Views development</li> </ul>
88	Community Advisory Group (CAG) Meeting #2 Notes	CAG	Meeting Notes	Built Environment, Preservation & Housing	3/23/16	<p>What are the criteria [for plan alternatives]            Housing affordability: criteria assumptions need to be checked</p>

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	Name	Affiliation	Source	Topic	Date	Comment
89	Shirley Qian	Capitol Corridor Joint Powers Authority	E-mail	Connectivity & Access	4/6/16	If passenger and freight rail traffic is to grow, for various reasons, the extent of time the at-grade crossing arms will be down will be increasing. Grade separation of railroad tracks is a key concept in the Capitol Corridor Vision Plan, and the Oakland Jack London is a core study area. One preliminary concept introduced in the Vision Plan is to underground the railroad tracks (shared by freight and passenger trains) in Jack London Square and the adjacent approaching tracks. This concept is expensive – in addition to constructing a tunnel, parts of Webster-Posey tubes would likely need to be reconfigured (or potentially functionally replaced with alternative means of access to/from Alameda) and some streets near the freight and passenger train tube entrances would need to be raised to accommodate the railroad tunnel as well. The Webster Green concept mentioned in the Alternatives Report could potentially be implemented in coordination with railroad tunneling efforts and warrants further analysis. Altogether, solving the problem of having railroad tracks on the ground in the Jack London District will require a multitude of partnerships between private and public entities, in addition to significant funding.
90	Shirley Qian	Capitol Corridor Joint Powers Authority	E-mail	Connectivity & Access	4/6/16	In reality, all of the strategies or alternatives discussed in the Vision Plan Update require extensive collaboration and coordination with multiple partners, public and private. Strategic negotiations with Union Pacific Railroad, the owner of the majority of the railroad infrastructure in the Northern California megaregion, will be critical. It is our view that such complex and far ranging negotiations will require the involvement of the California State Transportation Agency (CalSTA). In this regard, CCJPA staff is actively coordinating with Caltrans Division of Rail and Mass Transportation staff and the California State Transportation Agency on the development of the California State Rail Plan 2018. We are also prepared to collaborate and coordinate with regional, county, and municipal planning efforts as those opportunities arise to achieve the vision of a more frequent and reliable Capitol Corridor service, the transit spine of the Northern California megaregion.

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91	Shirley Qian	Capitol Corridor Joint Powers Authority	E-mail	Connectivity & Access	4/6/16	Railroad infrastructure is a linear system, which requires improvement planning at the corridor-level in order for significant benefits to be realized, and railroad infrastructure, like the highway and surface road network, is expensive to build and maintain. So any 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.
92	Shirley Qian	Capitol Corridor Joint Powers Authority	E-mail	Connectivity & Access	4/6/16	The CCJPA has begun the “big thinking” process for the entire Capitol Corridor system in the form of our Vision Plan Update (adopted November 2014) to prepare our train service for the next 20-50 years. In the Vision Plan Update, the Capitol Corridor train service is envisioned as the future transit spine of the emerging Northern California megaregion, connecting the greater Sacramento area to the San Francisco Bay Area. Capitol Corridor trains, as the transit spine, would operate at much more frequency and reliability than current day and would also seamlessly integrate with other larger regional rail systems such as BART and California High-Speed Rail.
93	Shirley Qian	Capitol Corridor Joint Powers Authority	E-mail	Connectivity & Access	4/6/16	Though versatile, these trucks are not as efficient as freight rail in moving large amounts of goods, and they also cause negative externalities in the forms of air quality pollution, GHG emissions, and congestion. There are several regional and local policy interests that would be served by moving as much of the freight truck activity as possible to rail, thereby minimizing the negative externalities mentioned above. Freight rail optimization concepts in Capitol Corridor’s Vision Plan Update target exactly this type of intermodal container movement in and out of the Port of Oakland. With a dedicated freight rail corridor that goes to Central Valley distribution centers on an improved right-of-way through East Bay, goods can be moved in a manner which should be beneficial both for the environment and the local, regional, and national economy.

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	Name	Affiliation	Source	Topic	Date	Comment
94	Shirley Qian	Capitol Corridor Joint Powers Authority	E-mail	Connectivity & Access	4/6/16	To achieve these higher frequencies and reliability, Capitol Corridor and other passenger trains must be separated as much as possible from freight trains, whether spatially or temporally, so that our trains have the necessary amount of runtime slots on the tracks. The key concept is creating, in some manner, dedicated passenger rail tracks. A co-benefit of passenger and freight rail separation would be improving the efficiency of the freight goods movement and reducing the excessive Port of Oakland truck traffic in Oakland and on our regional highway system as well.
95	Shirley Qian	Capitol Corridor Joint Powers Authority	E-mail	Built Environment, Preservation & Housing	4/6/16	We concur on the existing challenges in the area – access and visibility from downtown Oakland, and the presence of an active rail corridor presenting noise issues – but we also believe that there are ways to overcome those challenges. The Capitol Corridor’s purpose is to serve the public, and we want to be a responsible partner to the communities we serve, who is sensitive to their needs and engaged in civic conversations such as the Oakland Downtown Specific Plan.
96	Chandra Cerrito	Chandra Cerrito Cotnempo	Art Murrmur Stakeholder Mt	Affordability & Equity	12/16/15	Emeryville has a program where artists can buy live-work spaces—wants city to look into it. New economy that allows for ownership in the creative arts community. Look at other examples in Montreal, Santa Monica, Ithaca, Iowa City, Charlottesville, Burlington, and Salt Lake City—European feel, mixed use communities.
97	Participants (short presentations)	CHARRETTE: Hands on Design Session		Other	10/19/15	Forums of dialogue accessible to everybody
98	Participants (short presentations)	CHARRETTE: Hands on Design Session		Arts & Cultural Heritage	10/19/15	Job, services for transgender community
99	Participants (short presentations)	CHARRETTE: Hands on Design Session		Other	10/19/15	Mental health services
100	Participants (short presentations)	CHARRETTE: Hands on Design Session		Affordability & Equity	10/19/15	More funding for people of all color restaurants”
101	Participants (short presentations)	CHARRETTE: Hands on Design Session		Connectivity & Access	10/19/15	More scramble intersections
102	Participants (short presentations)	CHARRETTE: Hands on Design Session		Economic Development	10/19/15	Not more chain restaurants and bars

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103	Participants (short presentations)	CHARRETTE: Hands on Design Session		Built Environment, Preservation & Housing	10/19/15	Renaissance paradise
104	Participants (short presentations)	CHARRETTE: Hands on Design Session		Environmental Sustainability	10/19/15	Restore tree funding
105	Participants (short presentations)	CHARRETTE: Hands on Design Session		Connectivity & Access	10/19/15	The lake: more than one way to get across instead of just around?
106	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Connectivity & Access	2/3/16	a. Created activated neighborhood hubs in the Chinatown Commercial Core: key streets through this hub include 8th Street, 9th Street, Webster Street, Harrison Street, and portions of Franklin Street, 7th Street, and 10th Street*
107	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Open Space & Recreation	2/3/16	a. Expand the amount of new park, open space and recreation facilities; we support the plan's strategy of improving and enhancing our existing facilities, such as Madison Park.
108	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Connectivity & Access	2/3/16	a. Revert core of Chinatown to two-way streets to improve pedestrian safety and help mitigate air quality impacts of vehicle queuing and congestion (7th, 8th, 9th, 10th, Harrison, Webster, and Franklin Streets).
109	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Open Space & Recreation	2/3/16	a. Identify additional recreation and open space opportunities given increase in demand for this space due to influx of new Charter Schools and to be able to serve higher housing density and an increased number of jobs.
110	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Open Space & Recreation	2/3/16	b. Dedicate open space fees towards the creation of neighborhood serving parks, recreational facilities and sports fields in the planning area, as identified as a priority in the community planning process; we support the plan's recommendation that all new development of half a block in size be require to provide on-site publically accessible active open space amounting to 10% of the total site area and establishing in-lieu fees.
111	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Public Health	2/3/16	b. Establish the area as a healthier place to live and work*

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112	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Connectivity & Access	2/3/16	b. Recognize Chinatown and core streets as a destination and not just “through traffic” for Jack London, Downtown and Alameda, which already strains the community’s health and safety (see attached research by Asian Health Services on Air Quality impacts in Chinatown); action needs to be taken to minimize throughways and freeway off-ramps within the neighborhood to improve air quality, such as alternative routes and associated management strategies to increase vehicular flow on traffic whose destination is not Chinatown so traffic may reach destinations without penetrating core of Chinatown
113	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Economic Development	2/3/16	c. Create a more active, vibrant, and safe district to serve and attract residents, businesses, students, and visitors*
114	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Connectivity & Access	2/3/16	c. Improve connections between Chinatown; the Lake Merritt, 12th Street and 19th Street BART Stations*
115	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Connectivity & Access	2/3/16	d. Ensure safety and compatibility of pedestrians, cyclists, and autos through improvements that calm traffic, improve sidewalks, improve intersection crossings, and improve traffic flow and pattern, including reevaluating one-way streets, considering narrowing streets, and reducing speeds. In particular, address the flow of traffic using the Posey and Webster tubes*
116	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Economic Development	2/3/16	d. Help grow local and emerging businesses in the Planning Area neighborhoods, such as Oakland Chinatown; promoting commerce and jobs; and enhancing the district’s appeal to visitors*

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	Name	Affiliation	Source	Topic	Date	Comment
117	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Affordability & Equity	2/3/16	<p>Explore a bonus and incentive program to attract new businesses and desirable development to the Planning Area, incorporating clear measurable criteria that ensure community benefits are delivered to the City. The program would consider the following elements: Quantification of the costs of providing the desired benefits as well as the value of corresponding incentives.</p> <ul style="list-style-type: none"> <li>• Creating a system of “tiers” of incentives given and benefits provided, that could effectively phase requirements and prioritize benefits.</li> <li>• Increasing benefits for developers as more benefits are added.</li> <li>• Numerically linking the financial value of the bonus given (defined by value of gross floor area added) to the cost of benefit provided.</li> <li>• Establishing a “points” system to link incentives and benefits. For example, the City may devise a menu of civic or environmental benefits and assign points to each item. The points earned then determine the amount of height, density, or FAR bonus a development may claim.</li> <li>• Identifying the economic feasibility of development as a determining factor in arriving at the amount of community benefits to be provided by a particular project.</li> <li>• LU-50 Community benefits tracking. Track the progress and utilization of development incentives program. ☐</li> </ul>
118	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Affordability & Equity	2/3/16	Protection from displacement and cultural celebration
119	Chinatown Coalition	Chinatown Coalition	Meeting Notes	Affordability & Equity	2/3/16	Work closely with the community to refine the list of desired benefits and build into the final program a mechanism for updating the list of benefits over time to meet the needs of the community on an ongoing basis.
120	Kristen Zarembo	City of Oakland	Art Murmur Stakeholder Mtg	Open Space & Recreation	12/16/15	Transform F.O.P with art.
121	Aubrey Rose	City of Oakland	Email	Other	4/11/16	Updated signage regulations and guidelines.
122	Daniel Hamilton	City of Oakland	Email	Environmental Sustainability	4/7/16	Use the 36” sea level rise data, and expressed serious concern with land use designations in Jack London Square near the Estuary.
123	Marisa Raya	City of Oakland Economic Development	Email	Other	4/7/16	2.19 - Consider fading the images for projects that are pre-application or otherwise visually distinguishing the definite projects from the less-than-definite.

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124	Marisa Raya	City of Oakland Economic Development	Email	Arts & Cultural Heritage	4/7/16	2.46 – The “Cultural Heritage” heading seems incongruous with the income inequality discussion that follows. Consider first naming the cultural heritage which the Plan seeks to protect and build on, then more explicitly drawing the connection between racialized income inequality and the concern over loss of cultural heritage. “Cultural heritage” also seems to merit some discussion of the legibility of cultural spaces within the downtown area. This might connect this to the Cultural Assets map on 2.26, since that could also use some context.
125	Marisa Raya	City of Oakland Economic Development	Email	Arts & Cultural Heritage	4/7/16	2.46 – These Creative Economy figures are really old. I’m sure this is the most recent data we provided, but perhaps Margot and I should work with you to update it. Let us know. It could be a significant undertaking, but....2005?
126	Marisa Raya	City of Oakland Economic Development	Email	Connectivity & Access	4/7/16	2.7 - The description of 10-minute walksheds refers to Downtown BART stations, but what is the mysterious fourth circle in Jack London Square?
127	Marisa Raya	City of Oakland Economic Development	Email	Built Environment, Preservation & Housing	4/7/16	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.
128	Marisa Raya	City of Oakland Economic Development	Email	Economic Development	4/7/16	Minority-owned Business program: we currently have a similar recommendation in the ED Strategy draft as Strategic Initiative 1. B. “Target business support resources to increase the capacity and market share of businesses owned by people of color.”
129	Marisa Raya	City of Oakland Economic Development	Email	Other	4/7/16	Page 1.8 – The statement “City government addresses infrastructure and effects of systematic racism head-on” is otherwise wonderfully clear, but I believe the generally used term to describe forms of racism which are structured into political and social institutions is “systemic racism.”
130	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/14/16	“Require as a Condition of Approval for major projects an annual contribution to support “last-mile” transit operations from rail and ferry to final destinations to support the existing City of Oakland Broadway Shuttle, potential future Broadway Enhanced Bus/Streetcar, a downtown transit fare-free zone, group transit pass program, and/or downtown transit service, such as AC Transit.”

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131	Zach Seal	City of Oakland Economic Development	E-mail	Built Environment, Preservation & Housing	3/8/16	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.
132	Zach Seal	City of Oakland Economic Development	E-mail	Economic Development	3/8/16	Addition in "How Can the Specific Plan Address Economic Development" (Pg 4.21): 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.
133	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/8/16	Addition somewhere in the "Existing Conditions" section: Somewhere in the "Existing Conditions" section: Not every large American city is fortunate enough to possess a clearly identifiable downtown boulevard such as Broadway in Oakland. Many downtowns in large American cities contain a network of couplet streets of similar widths without one street clearly staking its claim as the central artery of the downtown. Broadway in Oakland however is the undeniable spine of downtown circulation, which means publically funded improvements will have a high return of investment in terms of benefit and usage.
134	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/8/16	Alameda CTC has programmed \$500K for future Broadway Circulator (Streetcar/Enhanced Bus) feasibility, engineering and environmental analysis. This money will be accessible as soon as the two Alameda CTC \$50K Circulator studies are completed this August. One study is assessing the feasibility of a value capture district to generate private sector revenue to pay for the Circulator, and the other study will evaluate ridership impacts of the new Circulator on existing transit lines.
135	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/6/16	Consider relocating the bike lanes to between the sidewalk and parked cars. I hear this is a best practice now because parked cars provide a buffer between cyclists and traffic. This is outside of my area of expertise though, so you may want to check in the bike/ped folks at the City.

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	Name	Affiliation	Source	Topic	Date	Comment
136	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/8/16	Edit to all mentions of the "streetcar" to include <b>modern electric</b> streetcar.
137	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/8/16	Edit to Pg 2.3: "The Key System, as it was shown, <del>was shortlived</del> <b>operated</b> between the 1890's and <del>1940's</del> <b>1950's</b> . <b>The streetcars traversed the lower deck of the Bay Bridge until 1958.</b>
138	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/8/16	Edit to Pg 4.14: "Figure D-15: Draft concept for a future streetcar loop, starting Downtown, goes north to Kaiser, west to Emeryville, south to the West Oakland BART station, and east to Jack London. Phase I feasibility planning is underway for the Broadway portion of the project -- from Jack London to - <del>MacArthur BART</del> <b>Kaiser Hospital, with an extension to MacArthur BART via 40th Street.</b> "
139	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/8/16	Edit to Pg 5.15: "The addition of a modern <b>electric</b> streetcar system is a popular idea that has emerged for the future of Broadway. Historically, Broadway had a streetcar system, and a new streetcar line could extend along Broadway from Jack London to <del>[stet]</del> <b>40th Street / MacArthur Bart</b> , adding another mode of transit to this busy corridor. A modern streetcar would complement other improvements such as extended bus service along the corridor, the implementation of dedicated bike lanes, <b>street tree plantings</b> , and generous sidewalks. These improvements would not preclude car traffic, but would add more and different modes of transportaiton to Oakland's iconic "main street", <b>and the "spine" of Downtown Oakland.</b>
140	Zach Seal	City of Oakland Economic Development	E-mail	Connectivity & Access	3/6/16	I encourage you to consider adding a dedicated transit lane on Broadway for the next draft. One of the most credible and convincing national critiques against streetcars is that they are too slow to be worth the major investment. Portland and DC's streetcars for example amble very slowly in shared traffic lanes. Dedicated transit lanes are recommended in a few sections in the Plan, so it makes sense to sync the cover page with the Plan narrative.
141	Christia Mulvey	City of Oakland Housing	Email	Affordability & Equity	4/8/16	2-10: Residential Developments underway/in progress: There's over 3000 potential residential units listed on this page (some project don't have a unit count yet, but the only affordable units are at 11th & Jackson (71 units) and the affordable unit portions of the SUDA development at 2100 Telegraph and in the Valdez & 23rd project. So projected affordable units in an area that's seen 40% rent increases in the last year are only ~5% of the total projected units. Definitely not ok in this crisis market.

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142	Christia Mulvey	City of Oakland Housing	Email	Open Space & Recreation	4/8/16	2-12 (and 4-24): Open Space Parks & Plazas map: For a later iteration, it would be useful to show active spaces (i.e. playgrounds, bball courts) separately, since my sense (as a resident of the Plan Area) is that there's a decent amount of overall open space, but probably not enough space for active uses
143	Christia Mulvey	City of Oakland Housing	Email	Affordability & Equity	4/8/16	2-32 – 2-34: Socioeconomic Conditions: Demographics: The dearth of family housing (except for our affordable family units) in the Plan Area is worth tying into the bifurcated young adults and older folks population breakdown in the plan area. Obviously this area can't carry the full brunt family housing throughout the City, but having nearly no family housing, and then saying families don't want to live downtown, reinforces itself in a circular fashion. Having families as part of the community fabric is essential; a neighborhood isn't a full community if it only contains young singles and older retirees. Let's look at what Emeryville and other cities require.
144	Christia Mulvey	City of Oakland Housing	Email	Affordability & Equity	4/8/16	2-35: Income Distribution (City vs Plan Area): It might be easier to parse these charts if they were done by percentages rather than # of HH.
145	Christia Mulvey	City of Oakland Housing	Email	Affordability & Equity	4/8/16	2-41: Housing Market Conditions: 1) Would be useful to include counts of existing affordable housing in the Plan Area – we can help with that 2) In addition to the other unit breakdowns, is there any data on existing unit counts by # of bedrooms 3) In addition to SRO discussions, we should include the estimated homeless count and issues surrounding homelessness in the Downtown area (in order to get towards potential housing solutions for these folks too). Right now, the encampments are growing as the lack of affordability in housing options gets worse and worse. Rec bringing in Community Housing Services for short term housing and service strategies, SRO preservation, and getting housing for homeless folks included in more affordable housing development downtown

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146	Christia Mulvey	City of Oakland Housing	Email	Affordability & Equity	4/8/16	<p>4.7: Addressing Affordability &amp; Equity Issues ("Develop a right-of-return policy that would allow residents and displaced residents priority in acquiring publicly-subsidized housing."): For city-funded/restricted rental developments, there is already a priority for existing Oakland residents and workers for newer developments, and requirements that folks displaced by City actions receive priority as well.</p> <p>The provision for prioritizing displaced former residents, which I know is included in the Mayor's Housing Cabinet report, is much harder to document/implement. If someone is evicted, there's a paper string, but if someone is simply priced out (or chooses to move out of the City), how can we tell whether they were displaced? ☒</p>
147	Joanna Winter	City of Oakland Planning	Email	Open Space & Recreation	4/11/16	<p>In case this hasn't been mentioned as feedback for the specific plan yet, as a City employee in the Dalziel Building I'd like to request that the plan activate the pedestrian passageway between Frank H Ogawa Plaza and Clay Street with tables, benches and moveable chairs. Possibly food carts. And do some redesigns of the park in the plaza to make it more welcoming and less barricaded off. 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 in San Francisco as a good example of a park that is extremely well-used and in the midst of an urban downtown.</p>
148	Alison Schwarz	City of Oakland Public Works	Email	Connectivity & Access	4/5/16	<p>in the Section 4 - Planning Goals Environmental Sustainability there is one mention of storm water treatment. Storm water treatment should also be mentioned as a goal in the "complete" street discussion as well. As we design ped and bike friendly streets they should also be lined, whenever possible, with rain gardens. Portland, provides a wonderful example of how this can be done.</p>
149	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	<p>1.10: Add principle to prioritize safety through lighting, landscaping and design choices</p>
150	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	<p>1.11 (Connectivity &amp; Access): Develop widespread electric vehicle charging networks</p>
151	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	<p>1.11 (Environmental Sustainability): Change "new development and business" to "homes and businesses"</p>
152	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	<p>2.13 (B-17: Waterfront Areas): Labels are off for Estuary and Lake Merritt</p>

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153	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	2.23 (B-29: Projected Sea Level Rise): This is incorrect. The report they reference actually states <36" SLR in 2100, with a 10" margin of error. This graphic needs to be updated to at least 36," which adds much more land along the Lake, in Jack London Square, and inland near Estuary Park. I can show you the mapping tool on the NOAA website to see it. [Included two NOAA maps showing 36" and 60" SLR.] Serious concern with land use designations in Jack London Square near Estuary (see comments in sections).
154	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	2.29 (Green Infrastructure): Recycled water should be included here with EBMUD reference
155	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	2.41: Minor formatting note: blue fonts are confusing. Title in one section, figures in another, whole paragraph on the next page [2.43].
156	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	4.22 Address the projected impacts of climate change, such as heat, drought, sea level rise, <b>and increased flooding.</b>
157	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	4.22 Remove comma after "waterfront areas"
158	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	4.23 (3rd bullet from last): "or eliminate parking requirements <b>(TLU-28).</b> "
159	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	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.
160	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	4.23 Edits: ", <del>and</del> design guidelines"; "the land use <del>element</del> and transportation elements of the Plan will work in concert to improve the <del>environmental and</del> sustainability of Downtown"; "adopted the Oakland Energy and Climate Action Plan (ECAP) <del>in December of 2012</del> , which contains <del>policies and</del> actions to reduce"; "36 percent%"; The Downtown Specific Plan will help the City further <del>its objectives to</del> reduce GHG emissions and <b>implement</b> many of the ECAP- <del>policies and</del> actions"; "Below are a list of ways in which the Specific Plan can address <del>the environmental</del> sustainability, drawing upon the community's big ideas and the ECAP <del>policies and</del> actions. These policy and action ideas that specifically relate to ECAP actions include <del>the</del> (ECAP action number in parentheses): Develop design guidelines to ensure development <del>that occurs-</del> <b>occurring</b> under the Downtown Specific Plan achieves the community's environmental goals and further achieves the <del>ECAP's objectives</del> <b>City's adopted GHG reduction goals.</b>
161	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	5.10 (E-8, Illustrative Master Plan): Clay St. parking garage not historic
162	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	5.10 (E-8, Illustrative Master Plan): Latham Square will be done before this plan. Suggest removing this reference to its need for transformation.

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163	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	5.13 (Parking Downtown): Would be good to reference a future focus of surface parking to disabled and electric vehicles here.
164	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	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]
165	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	5.37 (E-34: Illustrative Plan): E and F should either be nature-based connections or designed for ground-level flooding
166	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	5.41 (Getting There): Howard Terminal and E&F sites must reference sea level rise and associated impacts on land use, design, impacts & adaptation.
167	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	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.
168	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	5.43 (Howard Terminal): Much of the proposed residential and mixed use here is in the 60" inundation zone. Consider the development implications carefully.
169	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	5.44 (E-45: Howard terminal, TOD 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.
170	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	5.45 [last bullet in left column]: See previous comments on GI for bayfront.
171	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	Electric vehicles: At least a cursory discussion of EV charging stations at streetfront parking in commercial areas; role in overall parking strategy
172	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	p. 1.9 (Economic Development): This sentence [last one] needs to be rethought. Nonsensical as is.
173	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	p.1.9 (Environmental Sustainability): Missing from list: widespread charging stations for electric vehicles
174	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	p.1.9 (Environmental Sustainability): Remove "including roofs" from green list; rooftops are better for solar PV in the Downtown
175	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	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.
176	Daniel Hamilton	City of Oakland Sustainability	Hard copy notes	Environmental Sustainability	4/1/16	

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177	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Economic Development	2/22/16	All the retail is unaffordable for [youth commissioners] with the exception of a few “hidden” food spots, and feels focused on boutiques, restaurants and bars that serve people who aren’t from Oakland (either they work Downtown, or they’ve newly moved Downtown).
178	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Economic Development	2/22/16	Commissioners would like to see large businesses like Pandora and Uber contributing internship and job opportunities for youth.
179	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Open Space & Recreation	2/22/16	Commissioners would like to see more events and festivals like Pedalfest, and they think the Jack London District needs more entertainment, music and people there on a regular basis, like they are in San Francisco’s Union Square.
180	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Affordability & Equity	2/22/16	In terms of youth engagement, they think that government needs to be persistent and engage them in actual projects (like murals and music, for example) rather than just asking them to contribute ideas. They recommended using the Warriors to interact with the community, facilitating paid internships in development and planning, and going to the schools to do workshops there instead of asking students to go somewhere else.
181	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Affordability & Equity	2/22/16	None of them live Downtown, and they pointed out that they don’t actually see any homes, or at least homes that aren’t for wealthy people, that people could live in Downtown. Commissioners repeatedly said that they all see Downtown as a place for rich people, and not for people from Oakland, especially from East Oakland (a commissioner from East Oakland said they don’t even call the area “Downtown” there because it doesn’t feel relevant to their lives).
182	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Economic Development	2/22/16	The commissioners would like to see a mall Downtown – they currently go to other cities’ malls to shop and hang out.
183	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Open Space & Recreation	2/22/16	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.
184	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Open Space & Recreation	2/22/16	The few places the commissioners do feel comfortable are in Snow Park, Sky Park, Henry J. Kaiser Memorial Park by Oakland School for the Arts and to some extent, Jack London Square.
185	Youth Advisory Commissioners	City of Oakland Youth Advisory Commission	Meeting notes	Affordability & Equity	2/22/16	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).

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186	Jeff Williams and Charlie Martin	Codeshelf, Inc.-Old Oakland	Email	Economic Development	4/8/16	Increase zoning in the downtown area for light industrial uses. Light industrial uses would increase the economic diversity of the area, therefore this type of zoning would provide more benefits to the community than a park.
187	Dominica Rice Cisneros- Business Owner	Cosecha	Email	Open Space & Recreation	4/7/16	My major concern is about the idea of creating a park in the area. My feeling, as well as other business owners, is that a park will attract the homeless, drinking, and loitering, all of which will do harm to the image of this rising district. Developers have done a great job with the construction of housing. But we also feel that more businesses should come in, which will make Old Oakland a top destination for shoppers.
188	Sonya Tigner & Deborah Vaughan	Dimensions Dance Theater (resident company at Malonga Center)	email	Arts & Cultural Heritage	4/7/16	email contained a staff report to the City's Life Enrichment Committee from 2003 that documents the core internal problems facing the facility including: (1) the fragmentation of the building into "arts center", "hotel", and "commercial space"; thus it is not discussed holistically; (2) lacks an articulated mission and comprehensive plan of programming and operations (lacks policies and programs that define "success" for the Center); (3) inconsistent management; (4) lacks a comprehensive communication system; (5) lacks the revenues to support a budget that would allow sufficient operations
189	Sonya Tigner & Deborah Vaughan	Dimensions Dance Theater (resident company at Malonga Center)	email	Arts & Cultural Heritage	4/7/16	Report Conclusions: (1) a plan is needed for a Arts Center and Hotel plan that defines a mission and priorities for the Center; (2) its immediate commercial area should be enhanced; (3) the area should be designated as an arts district which could focus on the neighborhood's commercial properties (including those at the Center), to especially appeal to arts and entertainment constituents; (4) 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.
190	Sonya Tigner & Deborah Vaughan	Dimensions Dance Theater (resident company at Malonga Center)	email	Arts & Cultural Heritage	4/7/16	Report documents core external challenges: its immediate surroundings (four-story garage unsightly and inaccessible from Alice St., across the street); commercial space on Alice St., 14th St. and Harrison St. work against the Centers potential and perception to patrons;

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191	Sonya Tigner & Deborah Vaughan	Dimensions Dance Theater (resident company at Malonga Center)	email	Arts & Cultural Heritage	4/7/16	Report includes resolution for Arts Center to: (1) have a Master Plan to work in part on maintaining the integrity of the building, strengthening the resident art organizations, and moving toward self sustainability of the Center and (2) to work with the resident companies and the City's marketing department to make sure that all parts of the Oakland community are able to take advantage of this unique resource
192	In person meeting w/ Jose Corona	Director of Equity and Strategic Partnerships	Meeting Notes	Affordability & Ec	12/8/15	Additional groups to reach out to: <ul style="list-style-type: none"> <li>• Inner City Advisors</li> <li>• Adam Rosenthal (discussions around race and equity)</li> <li>• Impact Hub Oakland</li> <li>• David Silver (Oakland Promise – cradle to career)</li> </ul>
193	In person meeting w/ Jose Corona	Director of Equity and Strategic Partnerships	Meeting Notes	Affordability & Ec	12/8/15	examples: Toronto • Incentives to keep property affordable for 35 years City of SF • Initiative to maintain legacy businesses ☐
194	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	Another policy that should be included is prioritization of public land for affordable housing, as recommended in both the Housing Equity Road Map and “Oakland at Home” and as required by the State Surplus Land Act. Because developers of affordable housing face many obstacles in gaining site control, particularly in a tight and highly competitive market, identification and reservation of sites specifically for affordable housing will be critical. It is not enough to generate new financial resources such as impact fees – there also need to be mechanisms to ensure that those resources will be used to expand the supply of affordable housing in key areas such as Downtown.
195	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	Page 4.11 – Here, too, the Report calls for reducing parking requirements to encourage housing Downtown, but without any reference to tying such reductions to inclusion of affordable units.

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	Name	Affiliation	Source	Topic	Date	Comment
196	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	<p>Page 4.4 – The Report correctly identifies key issues and concerns, including displacement of long-time residents, rapid increases in rent, threats to “naturally affordable housing” including SROs at risk of conversion, and the need for housing for families and not just singles.</p> <p>We urge great caution in developing policy positions based on the recent report by the Legislative Analyst’s Office that is referenced in the Report. This report is highly controversial and has been challenged by academics and housing professionals. The LAO report has been used to downplay the importance of targeted affordable housing programs and to bolster claims that the housing crisis can be resolved simply by building more market-rate housing, particularly given claims in other city reports (such as the Citywide Housing Nexus Study) that one of the obstacles to more market-rate development is that rents are not high enough. Moreover, even if the LAO report is correct that expanding supply will resolve the long-standing affordability problem faced by lower income households, that report also acknowledges that a market-based, supply-side strategy will take many, many years to produce enough units to have a meaningful impact on overall market conditions.</p> <p>The experience of the 10K program in the early 2000s tells a different story. The development of thousands of units of higher-end housing in the 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.</p>
197	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	<p>Page 4.6 – We appreciate the reference to recommendations contained in the Housing Equity Roadmap and the recently released report from the Mayor’s Housing Cabinet. However, the actions that are cited are citywide policies without any specificity for how these would address the need for affordable housing in the Downtown area.</p>

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198	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	<p>Page 4.7 – The Report refers to the City’s current process to reduce off street parking requirements to encourage housing production, but without any reference to how this would encourage affordability. It has been nearly two years since the adoption of the Broadway-Valdez District Specific Plan, with several other specific plans adopted since then. All of these plans called for developing incentives and bonuses to encourage affordable housing, yet little or no work has been done to identify or development specific incentives. We believe that parking reductions and other planning and development incentives should be implemented only if tied explicitly to requirements for affordable housing. This is an important way to implement “land value recapture” strategies and leverage the city’s land use power to create community benefits.</p> <p>We support the 1st bullet point that calls for the City to “rezone areas with unnecessarily excessive height limits to allow for more flexibility with density bonuses and other developer incentives.” The City should consider reducing allowable heights and densities, and allow increases above those limits only to the extent that affordable units are included.</p>
199	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	<p>Page 6.11 includes a description of how the plan alternatives were evaluated for housing affordability. But this discussion contains a number of questionable assumptions. For example, the Report states that “for the purpose of this evaluation, it is assumed that increasing housing supply supports housing affordability.” The Report also claims that building new market-rate housing will help prevent displacement. This is highly debatable. As noted above, development of several thousand units of housing under the 10K plan provide a considerable increase in housing supply in the Downtown, but there is no evidence that it made housing more affordable. Instead, it made Downtown a more attractive, desirable, and trendy area to live. The result was that increased supply spurred demand and brought about an increase in rents in the neighborhood.</p>

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200	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	Provide specific, concrete programs to ensure that affordable housing is built in the Downtown. It is clear that the issues of affordable housing, displacement and equity have come up repeatedly in stakeholder and community meetings, mentioned more often than almost any other issue. The Plan Alternatives Report identifies these concerns, but offers few concrete policies or programs, other than references to possible citywide policies. The final Plan should establish specific goals for preservation and development of affordable housing and specific program and policies to achieve these goals. References to increasing resources for affordable housing, without specifying how to ensure that affordable housing is built within the Plan area – including how access to suitable sites will be guaranteed – are not sufficient.
201	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	Targets and goals are not enough – what is needed is concrete strategies to ensure that affordable housing actually gets built. We encourage the City to ensure that the final Plan includes concrete programs such as prioritization of surplus public land for affordable housing (as required by law), and linking increases in density or reductions in development standards and parking requirements to inclusion of affordable units.
202	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	The Report states that “if policies were in place that target 30 percent of units affordable to households with lower incomes, the alternatives could generate between 3,792 and 4,946 new affordable units.” But there are no such policies in place, and the Report fails to identify any specific policies, programs, bonuses or incentives that would ensure that this goal is met.
203	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	We appreciate that the Report explicitly includes among its goals Affordability and Equity. However, we are concerned that these goals are not well integrated into the overall plan. Rather than having a separate, stand-alone section, issues of affordability and equity should inform all aspects of the plan. This is particularly important in light of the valuable statement on page 4.3 that “an overall goal that has resulted from Plan Downtown is the aim for development without displacement.” Realizing this goal will require a holistic approach to affordability and equity.
204	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	we find ourselves making many of the same points that we have made for several years on the four previous specific plan efforts (Broadway-Valdez, West Oakland, Lake Merritt BART, and Coliseum). The Downtown Specific Plan may be the last and best opportunity for many years for the City to use land use policy to advance equitable development, affordable housing and anti-displacement goals in an integrated planning framework.

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205	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	We have been involved in community meetings and the Community Advisory Group, and we appreciate the extensive outreach that has been part of the development of this plan. The City and consultants' efforts to include groups that may not have been included in past planning efforts are noteworthy.
206	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	We look forward to continued development of a robust Downtown Plan that will protect and provide benefit to existing residents of all income levels, including preservation of vital affordable housing and economic and cultural assets, and not just focus on accommodating new growth and attracting new residents to the Downtown.
207	Jeffrey Levin	EBHO	Email	Affordability & Equity	4/5/16	We note also that funding for the development of this Plan was provided through the Metropolitan Transportation Commission's PDA Planning Grant Program, which requires that all funded plans include robust discussions of concrete, affordable housing and anti-displacement strategies – not just citywide policies, but specific programs for the plan area itself. A copy of those requirements is attached for your reference. We urge you to direct staff to ensure that these requirements are met.
208	Jeffrey Levin	EBHO	Email	Built Environment, Preservation & Housing	4/5/16	We support the Plan Alternative Report's emphasis that Downtown consists of many neighborhoods, each with its own characteristics and possibilities. And we appreciate the work that has gone into creating a vision for each of these neighborhoods. 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.

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	Name	Affiliation	Source	Topic	Date	Comment
209	Jeffrey Levin	EBHO	MTC PDA Planning Grant Required Elements	Affordability & Equity	4/5/16	<p>Affordable Housing and Anti-Displacement Strategy            Goal: Develop a strategy to provide existing and future plan area residents with a range of housing options that are affordable to households at all income levels. The strategy should describe the existing demographic and housing profile of the area, quantify the need for affordable housing, identify specific affordable housing goals for the plan, assess the financial feasibility of meeting the need for affordable housing, and identify strategies needed to meet the affordable housing goals.</p> <p>To limit or prevent displacement in the area, the strategy should identify how non-subsidized affordable housing units in or neighboring the plan area may be impacted by the plan build-out. The plan should describe existing preservation policies to maintain neighborhood affordability and additional zoning changes or policies needed. The anti-displacement strategy may also include the maintenance and enhancement of small businesses, services and community centers that serve lower-income residents.</p>
210	Jeffrey Levin	EBHO	MTC PDA Planning Grant Required Elements	Affordability & Equity	4/5/16	<p>Assessment of Existing Conditions</p> <ul style="list-style-type: none"> <li>• Describe the demographic characteristics of the existing population in the plan area, including factors such as income levels, ethnic/racial composition, and presence of low-income renters (who are at greatest risk of displacement)</li> <li>• Describe the housing characteristics in the plan area, including factors such as housing tenure, household size, and housing affordability for both deed-restricted and market-rate units</li> <li>• Describe market conditions that affect the provision of affordable housing, such as land availability and value, obstacles to development in the plan area, and existing affordable housing policies (e.g., inclusionary zoning, rent control or stabilization policies, housing preservation programs, etc.)</li> </ul>
211	Jeffrey Levin	EBHO	MTC PDA Planning Grant Required Elements	Affordability & Equity	4/5/16	<p>Deliverable: A report that outlines the plan's approach to providing a range of affordable housing options to existing and future residents, based on the elements identified above.</p>
212	Jeffrey Levin	EBHO	MTC PDA Planning Grant Required Elements	Affordability & Equity	4/5/16	<p>Feasibility Analysis</p> <ul style="list-style-type: none"> <li>• Assess the amount of affordable housing, by income level, that is likely to be produced by the market</li> <li>• Estimate the public financial burden and the private costs required to meet the identified housing need</li> <li>• Identify potential funding sources available to develop affordable housing</li> <li>• Identify the "gap" between the dollar amount needed for affordable housing and the potential sources available</li> </ul>

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213	Jeffrey Levin	EBHO	MTC PDA Planning Grant Required Elements	Affordability & Equity	4/5/16	<p>Identification of Goals</p> <ul style="list-style-type: none"> <li>• Consider goals such as: <ul style="list-style-type: none"> <li>o No net loss of affordability in the plan area</li> <li>o Total number of affordable units, by income level, that will be accommodated in the plan area</li> <li>o Target for percentage of total units that are affordable</li> </ul> </li> <li>• Demonstrate consistency with the jurisdiction’s Regional Housing Need Allocation and the sites and policies identified in the Housing Element</li> </ul>
214	Jeffrey Levin	EBHO	MTC PDA Planning Grant Required Elements	Affordability & Equity	4/5/16	<p>Implementation Strategy</p> <ul style="list-style-type: none"> <li>• Identify specific strategies to retain existing affordable units</li> <li>• Specify the location and type of units (size, tenure, etc.) to be developed in the plan area</li> <li>• Identify funding sources that will be used to preserve or add affordable housing <ul style="list-style-type: none"> <li>o Local sources (bonds, impact fees, housing trust fund, etc.)</li> <li>o State and Federal sources (HOME, CDBG, tax credits, grants, etc.)</li> <li>o Other</li> </ul> </li> <li>• Identify policies that will be used to preserve or add affordable housing <ul style="list-style-type: none"> <li>o Inclusionary housing</li> <li>o Housing trust fund</li> <li>o Reduced parking standards</li> <li>o Rehabilitation programs</li> <li>o Land trusts</li> <li>o Foreclosure mitigation</li> <li>o Other</li> </ul> </li> <li>• Identify policies that will be used to avoid displacing existing residents <ul style="list-style-type: none"> <li>o Engagement of communities likely to be displaced</li> <li>o Economic development (locally owned businesses, local hire, new area jobs that meet residents’ skill levels)</li> <li>o Enhancement of community centers and facilities</li> </ul> </li> </ul>
215	Jeffrey Levin	EBHO	MTC PDA Planning Grant Required Elements	Affordability & Equity	4/5/16	<p>Quantification of Affordable Housing Need</p> <ul style="list-style-type: none"> <li>• Quantify the expected need for affordable housing, by income level, in the plan area based on the characteristics of the existing and expected future population</li> <li>• The statement of need should not be limited by estimates of what seems feasible</li> </ul>

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216	Casey	Former City Council District 3		Built Environment, Preservation & Housing		Better Design of bus stops so that retail, sidewalks, etc are not accessible to others when riders are using the space. How do other cities design bus stops that are separate from the street & more inviting for riders to utilize instead of blocking sidewalks & retail doors?
217	Casey	Former City Council District 3		Built Environment, Preservation & Housing		How can our zoning changes & other proposals incentivize & push land bankers to sell/lease properties?
218	Tiffany Eng	Former Downtown Resident of 13 years, 6th generation Oakland resident; Old Oakland Neighbors Board Member		Other	10/19/15	1. Engage families in planning process. Make it transparent and do outreach where they congregate. 6pm meetings with no published end times are not family friendly, so maximize technology and social media to gather input from as many family-positive residents and stakeholders as possible. And it's not just parents, we need to include OUSD and our local schools, our cultural institutions and kid-positive organizations already downtown, like Fairyland and the Museum of Children's Art and Playworks, the ice skating rink, and the Libraries and Parks and Recreation.
219	Tiffany Eng	Former Downtown Resident of 13 years, 6th generation Oakland resident; Old Oakland Neighbors Board Member		Built Environment, Preservation & Housing		2. Encourage family sized housing for a range of incomes and household sizes. Emeryville ( <a href="http://www.eastbayexpress.com/SevenDays/archives/2015/10/16/facing-the-housing-crisis-berkeley-and-emeryville-lawmakers-are-advancing-numerous-solutions-but-not-oakland">http://www.eastbayexpress.com/SevenDays/archives/2015/10/16/facing-the-housing-crisis-berkeley-and-emeryville-lawmakers-are-advancing-numerous-solutions-but-not-oakland</a> ) has already stepped up and is offering incentives for developing housing for a range of incomes and household sizes.
220	Tiffany Eng	Former Downtown Resident of 13 years, 6th generation Oakland resident; Old Oakland Neighbors Board Member		Built Environment, Preservation & Housing		3. Infuse family friendly and flexible design practices to plan. Include more toddler friendly amenities such as tiny benches, kid-friendly parklets, urban parklets, and colorful bike racks. <a href="https://www.cmhc-schl.gc.ca/en/inpr/afhoce/afhoce/afhostcast/afhoid/cohode/deflho/deflho_001.cfm">https://www.cmhc-schl.gc.ca/en/inpr/afhoce/afhoce/afhostcast/afhoid/cohode/deflho/deflho_001.cfm</a>

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221	Tiffany Eng	Former Downtown Resident of 13 years, 6th generation Oakland resident; Old Oakland Neighbors Board Member		Other		Learn from other cities to make downtown and city family friendly. City of Seattle referenced : <a href="http://www.seattle.gov/Documents/Departments/SeattlePlanningCommission/AffordableHousingAgenda/FamSizePC_dig_final1.pdf">http://www.seattle.gov/Documents/Departments/SeattlePlanningCommission/AffordableHousingAgenda/FamSizePC_dig_final1.pdf</a> A few of the many cities promoting family friendly cities and family-sized housing include: Vancouver: <a href="http://www.planetizen.com/node/58567">http://www.planetizen.com/node/58567</a> Minneapolis: <a href="http://www.planetizen.com/node/58567">http://www.planetizen.com/node/58567</a> Washington DC: <a href="http://greatergreaterwashington.org/post/25999/dc-proposes-an-incentive-for-three-bedroom-apartments/">http://greatergreaterwashington.org/post/25999/dc-proposes-an-incentive-for-three-bedroom-apartments/</a> Columbus: <a href="http://www.dispatch.com/content/stories/home_and_garden/2015/07/12/01-more-rooms-for-renters.html">www.dispatch.com/content/stories/home_and_garden/2015/07/12/01-more-rooms-for-renters.html</a>
222	Tiffany Eng	Former Downtown Resident of 13 years, 6th generation Oakland resident; Old Oakland Neighbors Board Member		Built Environment, Preservation & Housing		More stroller parking, outdoor family dining, youth street art, child-friendly streetscaping (bench, parklets, farmlets, bike racks). '
223	Chandra Cerrito	gallery owner near KONO	email	Arts & Cultural Heritage	4/5/16	Downtown Specific Plan will feature as a cornerstone of the Plan's support for Oakland arts and culture the Uptown Arts District, inclusive of incentives and policies that foster a high concentration of art/maker spaces as well as protections from displacement for existing art/maker spaces
224	Chandra Cerrito	gallery owner near KONO	email	Arts & Cultural Heritage	4/5/16	planning efforts and policies support and encourage the existence of a high concentration of art/maker venues in this area, including visual art galleries and maker studios and businesses
225	Chandra Cerrito	gallery owner near KONO	email	Arts & Cultural Heritage	4/5/16	Without actual policies in place to encourage the presence of art and maker spaces within this neighborhood, it is very likely that the vibrant center of Oakland's visual art scene will disappear as have other gentrified art communities (Wynwood in FL, DUMBO and SOHO in NY) around the country in the face of development booms.
226	Joel Devalcourt	Greenbelt Alliance	Letter	Environmental Sustainability	4/13/16	[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.
227	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	[The City] should also explore other mechanisms at the district, local, regional, state, and federal level to generate revenue to increase the supply of deed-restricted affordable housing.

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228	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	Addressing housing affordability requires a diverse set of strategies. Increasing the supply of new homes in infill locations across the region is essential. In addition, new homes must be provided that are tailored specifically to the needs of low-income residents. Community stabilization strategies are also needed to further address the displacement pressures facing current residents.
229	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	Among the many available strategies and approaches, we particularly encourage the city to include the following in the Downtown Plan: A commitment to secure new funding resources for affordable housing ☐
230	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	Among the many available strategies and approaches, we particularly encourage the city to include the following in the Downtown Plan: Consideration of revisions to the city's density incentive structure.
231	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	Among the many available strategies and approaches, we particularly encourage the city to include the following in the Downtown Plan: Prioritization of public land and opportunity sites for affordable housing
232	Joel Devalcourt	Greenbelt Alliance	Letter	Other	4/13/16	Bringing any land use plan to life requires dedication and focus over many years. Neighborhood-scale specific plans require an especially deep level of engagement to ensure that the envisioned land uses and the promised public amenities come to life. Too often, these plans lack the specificity to allow the relevant local government staff to expeditiously carry out the plan. In addition, local governments often lack the institutional structures to coordinate across departments to carry out the integrated land use and transportation visions reflected in these plans. Now Oakland faces a third challenge—specific plans that cover overlapping geographic areas. As the Downtown Plan joins the handful of adopted specific plans in Oakland, it is imperative to provide a clear roadmap for implementation, closely coordinate between adopted plans, and integrate citywide implementation strategies, to ensure that sustainable, equitable development advances.
233	Joel Devalcourt	Greenbelt Alliance	Letter	Built Environment, Preservation & Housing		Conclusion Greenbelt Alliance looks forward to a robust Downtown Plan that will maximize the City's opportunity for residential growth near transit, while prioritizing new affordable homes and enhancing Oakland's thriving economic and cultural assets. It is a daunting task. However, we expect great things in the City of Oakland and hope to be a crucial partner in creating a sustainable, equitable and livable city for all.

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234	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	Equitable development and plan alternatives recommendation summary: The city should choose the alternative with the maximum amount of new housing and with the maximum amount of affordable housing. In addition, the plan should identify a specific target for new affordable housing in the district and include concrete programs to ensure that this target is achieved. These strategies should encompass a variety of approaches, such as prioritization of surplus public land, opportunity site strategies to ensure affordable housing development on key parcels (e.g. competitive for State AHSC funds and Federal LIHTC tax credits), and linking increases in density or reductions in development standards and parking requirements to inclusion of affordable units.
235	Joel Devalcourt	Greenbelt Alliance	Letter	Built Environment, Preservation & Housing	4/13/16	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.
236	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	Greenbelt Alliance appreciates the reference to recommendations contained in the “Housing Equity Roadmap” and the recently released “Oakland at Home” report from the Mayor’s Housing Cabinet. However, the actions that are cited are citywide policies without any specificity for how these would address the need for affordable housing in the Downtown area. Each of the recommendations from these vital resources should be explored in detail in the Plan. The Report also states that “if policies were in place that target 30 percent of units affordable to households with lower incomes, the alternatives could generate between 3,792 and 4,946 new affordable units.” But there are no such policies in place, and the Report fails to recommend such a target or identify any specific policies, programs, bonuses, or incentives that would ensure that this target is met.
237	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	However, generating new financial resources isn’t sufficient. There also needs to be mechanisms to ensure that those resources will be used to expand the supply of affordable housing in the downtown. To that end, the plan should prioritize public land for affordable housing, as recommended in both the Housing Equity Road Map and “Oakland at Home” and as required by the State Surplus Land Act.

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238	Joel Devalcourt	Greenbelt Alliance	Letter	Other	4/13/16	Implementation recommendation summary: The city should develop a robust implementation framework and action roadmap as a core component of the Downtown Plan. The City should also immediately convene an Implementation Taskforce that accelerate and synchronize specific plan implementation across city departments.
239	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	In addition, because developers of affordable housing face many obstacles in gaining site control, particularly in a tight and highly competitive market, identification and reservation of Housing Element “opportunity sites” specifically for affordable housing will be critical.
240	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	Oakland clearly needs new funds for affordable housing. The city should commit to adopting a strong Housing Impact Fee.
241	Joel Devalcourt	Greenbelt Alliance	Letter	Built Environment, Preservation & Housing	4/13/16	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.
242	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	The Downtown Plan Alternatives Report (“Report”) correctly identifies the importance of addressing the current housing crisis in the City of Oakland. Unfortunately, the Report offers few concrete policies or programs, other than references to possible citywide policies. Failing to specify how the city will ensure that affordable housing is built within the Plan Area—including how sites for affordable housing will be secured—is not sufficient. The final Plan should establish specific goals for the creation and preservation of homes for residents across the income spectrum and specific programs and policies to achieve these goals.

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	Name	Affiliation	Source	Topic	Date	Comment
243	Joel Devalcourt	Greenbelt Alliance	Letter	Affordability & Equity	4/13/16	Unfortunately, while the Broadway Valdez Specific Plan has many laudable features, it also postponed action on a number of key issues, particularly regarding mechanisms to ensure the provision of affordable homes and relocation assistance for residents facing displacement. This deferral of action on key policy mechanisms is likely to have a profound impact on the future of the Broadway Valdez neighborhood. After the plan was adopted in 2014, proposals for market rate housing development have proceeded rapidly and rising land prices have virtually eliminated viable sites for affordable housing. As of last count, the percentage of new affordable units in Broadway Valdez was projected at 1.3%—a far cry from the plan’s target of 15%. The only active project with affordable units in the entire neighborhood is “The Webster,” which is being developed on city-owned land. Disappointingly, the Downtown Plan Alternatives Report continues to follow the practice of the Broadway Valdez Plan of deferring needed policy changes to indefinite citywide initiatives. This could have serious negative results across a much larger portion of the city.
244	Gabriela Sandoval	Insight Center for Community Economic Development	2016-01-07 Meeting	Economic Development	1/7/16	Alameda County Health Pipeline Partnership (ACHPP) supports career development for disadvantaged and minority youth; tie this work to Downtown
245	Gabriela Sandoval	Insight Center for Community Economic Development	2016-01-07 Meeting	Economic Development	1/7/16	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)
246	Gabriela Sandoval	Insight Center for Community Economic Development	2016-01-07 Meeting	Affordability & Equity	1/7/16	Examples of community organizing against displacement include the Mission, SF; Pilsen, Chicago; and DUMBO/Williamsburg, Brooklyn.
247	Gabriela Sandoval	Insight Center for Community Economic Development	2016-01-07 Meeting	Economic Development	1/7/16	Populations struggling the most with family economic self-sufficiency include elders, immigrants, men of color, households with children under 5, and female-headed households
248	Gabriela Sandoval	Insight Center for Community Economic Development	2016-01-07 Meeting	Economic Development	1/7/16	Rise Together Bay Area (mission is to end poverty) report includes modeling of factors that go into family economic security to see what interventions are most effective at impacting families, including raising them above the Federal Poverty Level and Self-Sufficiency Standard: (top two, in order, were a \$15 minimum wage and reducing renter's rent burden. Education and transitional jobs were less effective: see Umbrellas Don't Make It Rain)
249	Gabriela Sandoval	Insight Center for Community Economic Development	2016-01-07 Meeting	Affordability & Equity	1/7/16	San Mateo has an example of a successful shared housing program

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250	Jack London District Meeting	Jack London District	Meeting Notes	Built Environment, Preservation & Housing	3/22/16	<p>Comments on industrial/manufacturing land</p> <ul style="list-style-type: none"> <li>• We have the site; we have the chance to hold onto industrial / advanced manufacturing</li> <li>• Residential well-articulated; commerce is not</li> <li>• Rail takes up space for other things (industrial growth). Want goal that we will not dedicate a lot of space to rail</li> <li>• 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</li> </ul>
251	Jack London District Meeting	Jack London District	Meeting Notes	Arts & Cultural Heritage	3/22/16	<p>Cultural history of Jack London's industrial past should be included in the plan; history of train/port should be embodied somewhere (museum, etc.)</p>
252	Jack London District Meeting	Jack London District	Meeting Notes	Connectivity & Access	3/22/16	<p>I-980</p> <ul style="list-style-type: none"> <li>• What are required housing requirements if federal money is used for I-980 proposal?</li> <li>• How is Jack London addressed in the I-980 proposal?</li> <li>• "Brilliant Vision" however if we try to connect the vision of reverting I-980 to future high speed rail it is going to distract the conversion of boulevard</li> <li>• Can ballpark be an alternative on freeway? <ul style="list-style-type: none"> <li>o Cannot be a capping project. This proposal would not create blocks big enough to create ball park</li> </ul> </li> <li>• How does it connect to Howard Terminal and trains traveling along Embarcadero? (All need to be studied). Think about implications for those uses which provide jobs</li> <li>• What happens on Bush Street?</li> <li>• Is it okay to touch down in Howard Terminal even though its light industrial land? Does that jeopardize industrial land? Need to protect industrial land.</li> <li>• If Howard Terminal does not happen, look at how increased rail will conflict with development proposals (near Amtrak, etc.)</li> </ul>
253	Jack London District Meeting	Jack London District	Meeting Notes		3/22/16	<p>Infrastructure</p> <ul style="list-style-type: none"> <li>• Level of detail is missing of infrastructure</li> <li>• Where schools are addressed, sewers, water for new development? Seems like a fantasy</li> <li>• Technology of internet access, manufacturing, digital communication. Don't see this type of understanding and how it relates to manufacturing and commerce</li> </ul>

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254	Savlan Hauser	Jack London Improvement District	email	Built Environment, Preservation & Housing	4/6/16	Enhance Historic Warehouse District, lower Broadway and West of Broadway
255	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Address excess traffic on Jackson Street and freeway access
256	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Address relationship between Jack London District and Brooklyn Basin
257	Savlan Hauser	Jack London Improvement District	email	Arts & Cultural Heritage	4/6/16	Attract a cultural anchor such as a Port History or Railway Museum
258	Savlan Hauser	Jack London Improvement District	email	Environmental Sustainability	4/6/16	Clean the Bay and estuary
259	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Connect walking and bike trails to Lake Merritt and Bay Bridge
260	Savlan Hauser	Jack London Improvement District	email	Environmental Sustainability	4/6/16	Consider impact of State Lands restrictions on desired development
261	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Create spectacular solution for 880 underpasses, consider mini parks, shops, lighting
262	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Develop BART Station
263	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Develop walking bridge to Alameda
264	Savlan Hauser	Jack London Improvement District	email	Built Environment, Preservation & Housing	4/6/16	Encourage more density at appropriate locations in Jack London.
265	Savlan Hauser	Jack London Improvement District	email	Arts & Cultural Heritage	4/6/16	Encourage visibility of landmarks, building art, buildings from freeway and public right-of-way to enhance district identity.
266	Savlan Hauser	Jack London Improvement District	email	Other	4/6/16	Enhance mix of uses
267	Savlan Hauser	Jack London Improvement District	email	Built Environment, Preservation & Housing	4/6/16	Ensure that new development and building alterations respects character in Historic Districts through design guidelines and compatible development.
268	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Establish quiet zone for train, someday underground
269	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Extend free shuttle to West Oakland BART
270	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Improve connectivity and access to adjacent neighborhoods through wayfinding, transportation, urban design.

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271	Savlan Hauser	Jack London Improvement District	email	Built Environment, Preservation & Housing	4/6/16	Improve infrastructure to support the vision
272	Savlan Hauser	Jack London Improvement District	email	Arts & Cultural Heritage	4/6/16	Integrate arts uses into the fabric of development, encourage conversion and reuse
273	Savlan Hauser	Jack London Improvement District	email	Other	4/6/16	Locate noisy uses near freeway (clubs, etc.)
274	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Minimize auto traffic on Broadway and better accommodate light rail, bike, pedestrian
275	Savlan Hauser	Jack London Improvement District	email	Connectivity & Access	4/6/16	Plan for demand response transit, UBER, future autonomous vehicles
276	Savlan Hauser	Jack London Improvement District	email	Economic Development	4/6/16	Preserve industrial uses between Brush and Broadway
277	Savlan Hauser	Jack London Improvement District	email	Built Environment, Preservation & Housing	4/6/16	Preserve uses and buildings in the historic wholesale produce market: keep FAR unchanged, explore addition of retail.
278	Savlan Hauser	Jack London Improvement District	email	Open Space & Recreation	4/6/16	Preserve Visual Connections and physical access to waterfront with accessible public parks and play space.
279	Savlan Hauser	Jack London Improvement District	email	Environmental Sustainability	4/6/16	Protect public health and prohibit oil trains, coal storage & transport.
280	Savlan Hauser	Jack London Improvement District	email	Affordability & Equity	4/6/16	Provide homeless services / designated campground
281	Savlan Hauser	Jack London Improvement District	email	Built Environment, Preservation & Housing	4/6/16	Provide more and diverse housing options in Jack London to respond to current housing shortage
282	Savlan Hauser	Jack London Improvement District	email	Open Space & Recreation	4/6/16	Provide neighborhood amenities for families & children
283	Savlan Hauser	Jack London Improvement District	email	Economic Development	4/6/16	Support jobs, especially auxiliary uses to Port.
284	Savlan Hauser	Jack London Improvement District	email	Built Environment, Preservation & Housing	4/6/16	Transform County Buildings for transportation center , conference center, etc.

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285	Edward McFarlan	JRDV Urban International	Email	Built Environment, Preservation & Housing	4/6/16	The current version of the plan does not take advantage of the unique position of the Old Oakland neighborhood's unique potential and location in the City. The plan will benefit from a vision that will allow greater density on vacant and underutilized parcels in Old Oakland – specifically the vacant parking lots on 10th and 8th Streets. A greater diversity of building heights on these key sites is appropriate and promotes a positive urban design vision for the City. The Old Oakland blocks are surrounded by higher density development and zoning heights. Increasing the building height at the critical edge of Old Oakland and the surrounding higher density downtown zones will create a better transitional scale to the larger buildings surrounding the neighborhood. The increased height potential will allow new uses such as a hotel to become an important new use in Old Oakland neighborhood, which can add to the vitality of this community. Density is necessary of a vital downtown. ☐
286	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	Fig. B-12: AC Transit, would it be possible to get a more direct route on San Pablo Ave to City Center? (going further down San Pablo and down Jefferson or Clay to 14th St.)
287	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	Lakeside neighborhood has no mass transit except on its western edge at Broadway. Is that a deficiency that needs correcting (given growth assumptions)?
288	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	re: 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
289	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	re: neighborhood character: 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
290	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	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?
291	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	re: transportation: where has back-in angled parking been used? What is its track record?

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	Name	Affiliation	Source	Topic	Date	Comment
292	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	support for SPUR's letter (4/6/2016) Oakland needs high rise buildings; Oakland can achieve a much higher density and still achieve the positive elements that underlie New Urbanism and Smart Growth Consider the Growth and Development portion of SPUR's letter and SPUR's "A Downtown for Everyone" report
293	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	The parking ratio could be adjusted by stacked parking (what is its track record)
294	L. Kirk Miller	L. Kirk Miller, FAIA	email	Built Environment, Preservation & Housing	4/5/16	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.
295	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	City's Public Art Ordinance that requires new development contribute 1% to visual arts should also contribute % for performing arts
296	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Concern about how artists will be impacted by new development during construction (of 14th St. and Alice St. project and Post Office site)
297	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Concern over gentrification and displacement of artists
298	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Goal: world-class performing arts center Improve visibility of Malonga – City website Incorporate Malonga staff and resident organizations into all processes Visit Oakland website needs to mention Malonga (The Malonga's marketing plan was created organically by the community)
299	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Malonga Center for the Arts has widespread recognition, locally, nationally and internationally; the facility and its resident organizations are unique in the US and internationally. Thus, the Malonga has far reaching impact from increased tourism for performances, workshops and events, and the resulting boost to the local economy during these times, to the hundreds of dancers and musicians who use the space. It is estimated that Malonga, through dance and music classes, performances, and traveling artists reaches and 100,000 people annually and has a significant positive financial contribution to the City's sales tax and hotel tax revenue.

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300	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Measure C- as a source of funds for the center?
301	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Need bodies not just statutes (depicting African American leaders in the streetscape (sidewalk/plazas)); consider the verbal tradition or spoken word
302	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Need parking <ul style="list-style-type: none"> <li>• Suggestion to take parking by eminent domain</li> <li>• Guaranteed parking for building</li> <li>• Open county parking lot</li> <li>• 17th St. city owned space is possibility</li> <li>• Piggyback on future development to provide parking</li> <li>• Long term off street requirements for this building (to get children and strollers to building)</li> <li>• Curbside designation change (curb management)</li> <li>• Handicap parking</li> <li>• Michael Ford, City's Parking Program Manager, (510) 238-7670 mford@oaklandnet.com as liaison</li> </ul>
303	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Need resources <ul style="list-style-type: none"> <li>• Mayors housing task force and the Rainin Foundation provide some promising leads to be able to secure resources</li> <li>• Concern over why no one from the Malonga Center was on the Mayor's Artist Task Force</li> </ul>
304	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	OPR Malonga needs assessment (existing document)
305	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Reposition the Malonga to the City's Cultural Arts and Marketing Unit (not Oakland Parks and Recreation Dept.)
306	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Represents culture that comes out of United States Represents diaspora that doesn't exist anywhere else
307	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Resident organizations routinely partner with local hotels, restaurants, retails for events (to provide accommodations for visiting artist and audience members, and to provide meals and costumes/clothing for performances.

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	Name	Affiliation	Source	Topic	Date	Comment
308	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	The Malonga has been the space that makes the community strong "one stop" shop for talent The Malonga started careers of many young people How can city take advantage of vested alumni and show that Oakland supports its artists?
309	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	The Malonga presents a number of opportunities to Downtown Oakland: through programs, economics contributions, reach to residents and visitors, and connections with artists and celebrities, etc.; ADA Accessible; Close to transit
310	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	The resident organizations and building residents need rent that is below market rate to protect its people and • long term (10-20 year leases) • What is process for extending lease?
311	Resident Organizations	Malonga Casquelourd Center for the Arts	Meeting Notes	Arts & Cultural Heritage	3/3/16	Want Malonga Center organizations and Malonga Center interests represented in process
312	Khalil Nackley	Northgate Neighbors	email	Arts & Cultural Heritage	10/29/15	Buddhist Shrine
313	Khalil Nackley	Northgate Neighbors	email	Economic Development	10/29/15	980 bypasses 2-3 possible commercial retail districts
314	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	address safety: first: crime reduction, second: increase ped safety with traffic calming/elimination
315	Khalil Nackley	Northgate Neighbors	email	Arts & Cultural Heritage	10/29/15	Art Wall /mural space
316	Khalil Nackley	Northgate Neighbors	email	Economic Development	10/29/15	business
317	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	cleanliness
318	Khalil Nackley	Northgate Neighbors	email	Open Space & Recreation	10/29/15	Community Garden in Cal Trans ROW
319	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	Community stakeholder group at 27th, Telegraph, Northgate. Convened to propose solutions and strategies for issues and concerns in their area, in the interest of DTSP. See attachment for full details and minutes.
320	Khalil Nackley	Northgate Neighbors	email	Open Space & Recreation	10/29/15	Dog Park

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
321	Khalil Nackley	Northgate Neighbors	email	Connectivity & Access	10/29/15	End 980 at 27th Street and divert 'freeway to surface traffic' to Telegraph, MLK, and San Pablo
322	Khalil Nackley	Northgate Neighbors	email	Open Space & Recreation	10/29/15	green
323	Khalil Nackley	Northgate Neighbors	email	Built Environment, Preservation & Housing	10/29/15	Housing with affordable housing, and ground floor commercial
324	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	Lack of a reason to be in Northgate as a destination, other than free parking. Low car turnover and activity level leads to safety and blight issues
325	Khalil Nackley	Northgate Neighbors	email	Built Environment, Preservation & Housing	10/29/15	Landscaping with tree line bike way
326	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	LARGE (Long-term projects)
327	Khalil Nackley	Northgate Neighbors	email	Open Space & Recreation	10/29/15	Library - mobile or semi-permanent library
328	Khalil Nackley	Northgate Neighbors	email	Economic Development	10/29/15	make Northgate a destination, a place to be
329	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	MEDIUM (Mid-term projects):
330	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	No eyes on the street: auto break-ins, dumping, graffiti
331	Khalil Nackley	Northgate Neighbors	email	Connectivity & Access	10/29/15	Offramp contributes to dangerous environment: high speed vehicle traffic; poor pedestrian safety (only one crosswalk in 5 block stretch; top "red light" violation at Northgate and 27th St.)
332	Khalil Nackley	Northgate Neighbors	email	Open Space & Recreation	10/29/15	Park and play structures
333	Khalil Nackley	Northgate Neighbors	email	Built Environment, Preservation & Housing	10/29/15	Permanent Portable business park (i.e. Proxy –www.proxysf.net @ 432 Octavia, in Hayes Valley San Fran
334	Khalil Nackley	Northgate Neighbors	email	Economic Development	10/29/15	Portable Business Park / Food Truck lane
335	Khalil Nackley	Northgate Neighbors	email	Open Space & Recreation	10/29/15	Portable Library Branch (semi-perm. Fixture)
336	Khalil Nackley	Northgate Neighbors	email	Open Space & Recreation	10/29/15	Portable Rec Dept. After School Program
337	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	Problems with Northgate (as reported by the neighborhood group):

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
338	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	Proposed solutions (reported by neighborhood group):
339	Khalil Nackley	Northgate Neighbors	email	Connectivity & Access	10/29/15	Put in bike repair kiosk
340	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	reduce noise, primarily from automotive-related travel (freeway)
341	Khalil Nackley	Northgate Neighbors	email	Other	10/29/15	SMALL (near term projects):
342	Khalil Nackley	Northgate Neighbors	email	Economic Development	10/29/15	Street Closure
343	Khalil Nackley	Northgate Neighbors	email	Open Space & Recreation	10/29/15	street closure, ped blvd
344	Mike Lok	Oakland Chinatown Coalition	email	Arts & Cultural Heritage	4/6/16	“Arts and culture” in this draft is limited to only “art” as contemporary art production and retail selling, i.e. art galleries and maker spaces. This definition reduces neighborhoods like Chinatown’s historic relationship to arts and culture to tourist trinket-making, and could reduce spaces for a diverse range of cultural heritages to survive and thrive.
345	Mike Lok	Oakland Chinatown Coalition	email	Affordability & Equity	4/6/16	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 and preservation of Single Room Occupancy hotels.
346	Mike Lok	Oakland Chinatown Coalition	email	Affordability & Equity	4/6/16	1.8 – “Oaklanders with a wide range of incomes”, please add: “and family sizes”

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	Name	Affiliation	Source	Topic	Date	Comment
347	Mike Lok	Oakland Chinatown Coalition	email	Affordability & Equity	4/6/16	4.4 - One of the goals of the plan should be to decrease the cost of urban development so that market rate housing is cheaper to construct and therefore doesn't have to wait for super high rents to trigger it making economic sense to build. This can be done in a variety of ways 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.
348	Mike Lok	Oakland Chinatown Coalition	email	Affordability & Equity	4/6/16	4.6 – While this isn't a specific plan issue, it has become clear that we need stronger tenant protection and rent control policies to decrease the pressure on unit turnover and eviction. This is mentioned on this page, but acknowledgement about the need for policy action and resources to staff for enforcement should be included. Clarity on a public lands policy is also very much needed because of all the public institutions within the Downtown plan, many of which are interested in redeveloping their properties.
349	Mike Lok	Oakland Chinatown Coalition	email	Affordability & Equity	4/6/16	4.7 – We strongly support the first bullet point on this page. This idea of rezoning so that density bonuses in exchange for community benefits would have real meaning and market value is exactly what the Coalition advocated for many years in the Lake Merritt BART Station Area planning process.
350	Mike Lok	Oakland Chinatown Coalition	email	Arts & Cultural Heritage	4/6/16	4.8 –This section places a large emphasis on the idea of a Black Arts District along 14th Street. There should also be mention of Chinatown's cultural heritage and the Asian & Pacific Islander community which represents the largest demographic group in Downtown.
351	Mike Lok	Oakland Chinatown Coalition	email	Open Space & Recreation	4/6/16	Acknowledging that Lincoln Recreation Center is over capacity by neighborhood need as well as incoming demand from charter schools, Jack London residents and workers, as well as increasing users from other parts of the city because of Lincoln Recreation Center's transit hub, the plan should

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	Name	Affiliation	Source	Topic	Date	Comment
352	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	As the plan is discussing steps to reduce and divert downtown traffic, the plan should ensure that downtown traffic does not negatively impact surrounding neighborhoods including Chinatown. In the past, there were street signs directing downtown traffic through Chinatown so that Broadway could be less congested.
353	Mike Lok	Oakland Chinatown Coalition	email	Arts & Cultural Heritage	4/6/16	Cultural heritage, its preservation and innovation, is not addressed in the final two sentences, and needs a separate and clear definition. Our suggested change to the text is as follows: The community celebrates, preserves, and supports Oakland's rich legacy of cultural celebration and innovation, political movements, and arts innovation.
354	Mike Lok	Oakland Chinatown Coalition	email	Economic Development	4/6/16	In reference to this statement--"funds for [affordable] housing development" Please also add language about language access for these opportunities.
355	Mike Lok	Oakland Chinatown Coalition	email	Open Space & Recreation	4/6/16	Language should be included about programming open space for youth and school age populations, creating recreation centers and adequately staffing them with Lincoln Square Recreation Center as a model.
356	Mike Lok	Oakland Chinatown Coalition	email	Affordability & Equity	4/6/16	On page 1.6, the Report states that Downtown Specific Plan builds on work already completed in other planning efforts, including the Lake Merritt BART Station Area plan and other specific plans for other neighborhoods surrounding Downtown. More specificity needs to be provided. Given Downtown's central location to all of these other plan geographies, the Downtown Plan needs to specifically prioritize resources to improvements sought by all these plans, and that the Downtown Plan prioritize these improvements amongst the whole new wish list of activities focused only on Downtown.

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
357	Mike Lok	Oakland Chinatown Coalition	email	Affordability & Equity	4/6/16	Overall, we ask that Chinatown be officially included in the Downtown Plan because the Downtown Plan will have significant impact on Chinatown. Currently there are only tangential recognitions in the report. Furthermore, the plan area is 39% Asian & Pacific Islander (API) and the needs of the API community should be more fully addressed beyond the proposed alternatives for the Koreatown Northgate (KONO) neighborhood.  Lastly, there should be upfront and clear references and a description as to how the Downtown Plan is coordinating with the Freeway Access Project and the recommendations stated within the Specific Plans that have already been completed, including the Lake Merritt BART Station Specific Plan.
358	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	Page 1.11– There should be acknowledgement and language about Webster tube and traffic to and from Alameda as an issue that needs to be addressed.
359	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	Page 1.9 – Add language about two-way reconversion of streets and keeping non-Chinatown destination traffic out of the Chinatown neighborhood. There should be a discussion regarding a parking benefits district, perhaps with centralized parking garages, so that people circulate less looking for parking.
360	Mike Lok	Oakland Chinatown Coalition	email	Open Space & Recreation	4/6/16	Please provide clarification if street trees and median islands are factored in the City’s formula for open space.

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	Name	Affiliation	Source	Topic	Date	Comment
361	Mike Lok	Oakland Chinatown Coalition	email	Built Environment, Preservation & Housing	4/6/16	Regarding cultural preservation, it is our opinion that 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.
362	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	Section 4.12., 7th bullet point in second column-there should be an addition that Downtown should be "better connected to Jack London AND Chinatown"
363	Mike Lok	Oakland Chinatown Coalition	email	Arts & Cultural Heritage	4/6/16	The introduction starts off by talking about art, politics and culture, but then in the last two sentences only talks about "art," specifically art to be made and sold/commissioned. There should be acknowledgement about Chinatown's relationship to its own arts and cultural histories and innovations as it pertains to its own commercial, residential and public spaces.
364	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	The report does not discuss the issues of Alameda traffic and the bottle neck of downtown traffic at the Jackson Street on-ramp, Webster Street, and Harrison Street in Chinatown. There is no discussion of I-880 rush hour traffic that uses City streets such as 7th and 8th street when the freeway is congested. While we understand these areas will be covered by the Freeway Access Project, it is important for community stakeholders and advocates to understand the full context of these connectivity challenges.
365	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	There should be a discussion included regarding CalTran's failure to maintain and improve the areas under the I- 880 freeway, which creates the barrier between Chinatown and Jack London Square.

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	Name	Affiliation	Source	Topic	Date	Comment
366	Mike Lok	Oakland Chinatown Coalition	email	Economic Development	4/6/16	Under the last bullet point in this section, please add “and community services, which draw many pedestrians to our Downtown neighborhoods.”
367	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	We urge the city to develop criteria to prioritize streets for two-way reconversion that reflects priorities for disadvantaged and low-income neighborhoods and places an equity lens that is overseen by the Office of Race and Equity.
368	Mike Lok	Oakland Chinatown Coalition	email	Open Space & Recreation	4/6/16	We want to re-emphasize the importance of multi-use public space that could be used for different purposes such as for hosting recreational, art and cultural activities.
369	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	We would support the I-980 conversion so long as the costs do not divert funds away other essential city services or considerably delay the rest of the Downtown Plan implementation.
370	Mike Lok	Oakland Chinatown Coalition	email	Connectivity & Access	4/6/16	Where there is discussion regarding the need for two-way reconversions, there should be a bullet point to explicitly call out the prioritized two-way reconversions in Chinatown as indicated in the Lake Merritt Plan.

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	Name	Affiliation	Source	Topic	Date	Comment
371	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Arts & Cultural Heritage	4/5/16	“Vision: Principles” section “Arts & Cultural Heritage” subsection [page 1.10]: need to include active development and curation of Downtown Arts Districts, including but not limited to the Black Arts Movement Business District (BAMBD) footprint, which could stand as a replicable model for civic investment into the arts, as well as a concrete way to leverage Oakland’s cultural heritage from an economic development standpoint. Public-private partnerships and foundational support, reflecting maximum community input and participation, should be encouraged under a cultural equity framework. new investment in public art and murals specifically supports the idea of walkability/bikeability and helps preserve neighborhood character, while becoming a viable destination for visitors or non-Downtown residents
372	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Affordability & Equity	4/5/16	African Americans are being displaced from Downtown at a higher rate than any other ethnic group, dropping more than 10% over the past 25 years. Therefore, anti-displacement and cultural resiliency efforts should prioritize supporting and facilitating investment into the BAMBD. Given that roughly ½ of the BAMBD footprint is classified as undergoing “advanced gentrification,” these anti-displacement/cultural investment efforts should be marked as “urgent.”
373	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Connectivity & Access	4/5/16	idea to enhance connectivity would be a free shuttle running along the length of the BAMBD footprint, connecting the Oakland Museum, the Malonga Center, African American Library, and other anchor institutions with an emerging black business district along the 14th St. corridor. This would address one of the limitations of the “B” shuttle, which only runs along Broadway and allows limited access in and of itself to West Oakland and Lake Merritt
374	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Arts & Cultural Heritage	4/5/16	In addition, development projects must be careful not to alter character or accessibility of existing cultural institutions, i.e., through elimination of surface parking which may be needed by area visitors or residents, and threaten the long-term economic viability of these institutions. Comprehensive, inclusive public art projects should be considered at these sites as well

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	Name	Affiliation	Source	Topic	Date	Comment
375	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Open Space & Recreation	4/5/16	inclusion of public art/creative placemaking into “Open Space & Recreation” Vision Element (see Richmond Greenway example (in OCNC letter and also summarized in this spreadsheet)
376	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Environmental Sustainability	4/5/16	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
377	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Economic Development	4/5/16	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
378	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Economic Development	4/5/16	OCNC believes targeted investment in BAMBD can not only reverse displacement to a degree, but also create a replicable model for arts districts/cultural heritage zones throughout the city
379	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Connectivity & Access	4/5/16	OCNC strongly encourages projects which increase connectivity and access to existing cultural assets (B-34a);
380	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Economic Development	4/5/16	One specific goal could be the creation of 25,000 new jobs in arts-related fields over the next 10 years.
381	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Arts & Cultural Heritage	4/5/16	Page. 4.8 & 4.9: the fight to “Keep Oakland Creative” depends not just on strategy and planning, but implementation, with intentionality and integrity; <u>the lack of intersectionality between city departments has weakened the arts</u>
382	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Affordability & Equity	4/5/16	Since income inequality is also rising, maintaining not only artists, but diverse artists, should be expedited as a priority, and may need to include subsidized affordable housing and/or retail spaces for artists and cultural practitioners; the “thriving arts scene” (page 62) cannot continue to thrive if it is being eroded and erased by market forces, without intentional intervention and a sense of urgency and purpose

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383	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Arts & Cultural Heritage	4/5/16	The Percent for Art component of Anticipated and Future Development Projects should be tied into a comprehensive Arts Master Plan to maximize arts investment, create arts districts, honor cultural heritage and allow for increased support of cultural institutions.
384	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Arts & Cultural Heritage	4/5/16	Vision (page 1.8): encourage robust investment in creative placemaking and art spaces; no specific mention of cultural/ethnic diversity (suggests a future that has been whitewashed); plan should state a specific intention to increase private arts investment, as well as seek community input on cultural arts
385	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Arts & Cultural Heritage	4/5/16	we also strongly encourage support of the Arts and Culture in general, as well as a recognition that the approximate \$1m annual budget of the city's Cultural funding Program is severely under-resourced, and that therefore, a sustainable, world-class arts city would require many new sources of funding and investment
386	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Affordability & Equity	4/5/16	We'd also like to see more inclusionary language [i.e., cultural/ethnic diversity] around community input into another "Vision Element," "Affordability & Equity.
387	Eric Arnold	Oakland Creative Neighborhoods Coalition	email	Open Space & Recreation	4/5/16	We'd also like to see more public art in general, including public art installations incorporated into urban landscaping projects, as well as increased opportunities for creative placemaking on public land, such as parks

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
388		Oakland Heritage Alliance	Darin R	Built Environment, Preservation & Housing	3/22/16	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
389		Oakland Heritage Alliance	Darin R	Built Environment, Preservation & Housing	3/22/16	there should be more attention on the produce market in Jack London
390	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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?
391	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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
392	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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
393	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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?
394	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	check inaccuracies in the historic properties mapping (as commented at the LPAB meeting (3/14/16)
395	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	check the Lake Merritt Station Area Plan (LMSAP) for relationships of intensity and density to help ensure that the overall strategy for downtown is consistent (b/w specific plans); do not spread density over too-large of an area; the by-right height limits and FARs within much of the LMSAP are too high and in excessive contrast to the prevailing development

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396	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	critical to retain current low FAR (and commercial use zoning) for historic produce market); no higher buildings atop the low-rise historic buildings;
397	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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.
398	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	Discuss alternatives for Harrison Railroad Park (Chinese Garden Park) - half in and half out of area; particularly as a key open space opportunity and link to LMSAP
399	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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 historic landscape, not a structure
400	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	for any of the alternatives, prioritizing principles of historic preservation should be one of the key principles
401	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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.
402	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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
403	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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

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404	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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
405	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	Oakland Heritage Alliance requests a meeting with the consultants, as soon as conveniently possible, to review specific strategies, such as fine-grained height/FAR maps, TDRs, etc., for achieving historic preservation objectives.
406	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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?
407	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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.
408	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	The cultural assets page (2.26) should be eliminated unless it can be made much more complete, perhaps not a good use of consultant time. There are many quite noticeable gaps. It could be exceedingly time-consuming to make it comprehensive.
409	Alison Finlay Naomi Schiff Chris Buckley	Oakland Heritage Alliance	email	Built Environment, Preservation & Housing	4/5/16	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)
410	Rebeka Randle	Oakland Library Advisory Commission Member	Email	Other	2/10/16	Thank you for taking the time to speak with me today about the importance of a new main library in downtown Oakland. Please see the link below for the report from San Francisco: The San Francisco Controller's Office in September 2015 released a Study [Reinvesting and Renewing for the 21st Century: A Community and Economic Benefits Study of San Francisco's Branch Library Improvement Program] that found that for "every \$1 invested in the San Francisco Branch Library Improvement Program, the city realized a return of between \$5.19 and \$9.11."
411	Lisa Kershner	Oakland Marriot City Center and Convention Center	Email	Economic Development	4/6/16	Increase density in the parcels that are poised for development. 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. A park would attract homeless.

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412	Rosie Dudley	Oakland Resident	email	Other	2/11/16	Disappointed that the venue does not have enough capacity for the invited. People were turned away. Residents made a large commitment to attend: arrange time, change plans, find childcare, caught bus/BART, found parking, etc to attend and give meaningful input. I suppose that's the kind of response you get when advertising solutions to our regional problems: "Policies and programs to protect and support artists, small businesses, and residents at all income levels."  I was turned away as were a handful of people before me and who knows how many people after me. I've been told this isn't the first Downtown Plan meeting that had capacity issues. The staff person I spoke to in the adjacent room with the boards encouraged me to go online and review the materials there. If the goal is to just have stakeholders read these online then don't advertise a meeting for input.
413	Natalie, 13	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	#KeepOakland: beautiful, unique, vocal, spirit, fun, amusement parks, safe, beautiful
414	Natalie, 13	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	Fix abandoned shelters and create homes or workspaces for people
415	Student, 13, Black	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	[I wish there were] better schools in Oakland
416	Student, 13, Black	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	[I wish there were] less cultural appropriation.
417	Student, 13, Black	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	[I wish there were] less prostitution.
418	Student, 13, Black	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	[Something I want to see in downtown Oakland is] more performances.
419	Student, 13, Black	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	[Something I want to see in downtown Oakland is] more schools.
420	Student, 13, Black	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	Something I want to see in downtown Oakland is a Top Dog (hot dog restaurant).

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421	Student, Age 12.5	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	Everybody should have a palce to practice, should have a place where they can grow like music classes, or dance lessons or art studios. #KeepOaklandPassionate
422	Student, Age 12.5	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	I think that there should be more homes for people who don't have homes.
423	Student, Age 12.5	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	I want to see more sculptures that people can climb on. And way more lights at night. More murals. Like the Picasso in Chicago. #KeepOaklandFun! #KeepOaklandSafe
424	Student, Age 13	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	Candy stores (musical).
425	Student, Age 13	Oakland School for the Arts	Class drawings	Arts & Cultural Heritage	10/20/15	Everyone gets along.
426	Jody London; Nadirah Stills	Oakland Tech; OUSD		Other	10/27/15	Introduction to Nadirah of Oakland Tech PTA. Request to connect to parents and kids of Oakland Tech PTA over range of needs and interests regarding DTSP
427	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Affordability & Equity	2/22/16	Downtown feels gentrified and/or rapidly being gentrified
428	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Built Environment, Preservation & Housing	2/22/16	Reuse empty, vacant historic buildings that are taking up space
429	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	A mini-mall; right now you have to go to another town to shop – there's only one mall (Eastmont), and it sucks
430	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Other	2/22/16	A mobile app like Streetwyze will be most helpful if it has something Oakland-specific that's useful to people

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431	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	Businesses yell at young people, and they don't feel welcome
432	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	Children's Fairyland is not interesting to them (middle & high school students), but some appreciated it as children
433	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Other	2/22/16	City should reach out to high schools and do one-on-one engagement and have workshops in the schools
434	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Affordability & Equity	2/22/16	Commissioner who grew up in East Oakland said it feels very different Downtown, and they don't feel welcome
435	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Arts & Cultural Heritage	2/22/16	Cultural arts should be promoted and enhanced, such as the Malonga center. We should enhance what already makes Oakland great. Downtown should be a place to embrace all of Oakland and Oakland's culture.
436	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Other	2/22/16	Current generation of youth is glued to the phone; the City has to be persistent; projects should be week-to-week
437	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	Dog parks and professionally built skate parks, including at the end of Snow Park – they don't just draw the skaters themselves
438	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Affordability & Equity	2/22/16	Downtown feels like a place for and controlled by rich people rather than a place for them for other people from Oakland. Implied that Oaklanders and rich people are mutually exclusive.

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439	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Other	2/22/16	Downtown is dead on the weekends
440	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Affordability & Equity	2/22/16	Downtown seems like a place for wealthy people who commute in to work or have recently moved here.
441	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Arts & Cultural Heritage	2/22/16	Get youth engaged with projects like murals and music, not just contributing ideas
442	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	Jack London Square is good for festivals and venues like Plank
443	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	Lake Merritt turned into a fishing lake
444	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Arts & Cultural Heritage	2/22/16	Local youth advocate noted that Oakland is cultural hotbed of the Bay Area; we should enhance the things that make us great, like the Malonga Center, history of cultural arts, and diversity
445	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	Many of the youth responded that they eat/get food, referred to "hidden" restaurants that aren't as well known.
446	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	More "hidden" really good food restaurants

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447	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Affordability & Equity	2/22/16	More affordable housing in Downtown
448	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	More dog parks and skate parks are desired, with the end of Snow Park being a suggested location for a skate park.
449	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	More food, more affordable retail –and more “visibility” of these components (like Westfield Mall, Bay Street in Emeryville). They want these to spend 40-60% of their time shopping, but the rest just hanging out.
450	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	More internships, job opportunities, and opportunities to work with major corporations that are moving in, like Uber and Pandora
451	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	More opportunities for paid internships – it’s challenging because you have to be 18 for internships
452	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	OSA students have been kicked out of the civic center area and Frank Ogawa plaza for playing games and sports (even with school supervision during PE); security guards have told them to stop
453	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	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?
454	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	People in Oakland can’t find jobs

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455	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	Picnicking, fishing and outdoor cooking (BBQ) at Lake Merritt – not allowing it defeats the purpose. Would like Lake Merritt to be more family-oriented.
456	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	Right now there's nowhere to shop but little boutiques
457	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	They go to the movies, walk dogs at the port, and walk the lake. They don't come Downtown unless it's for youth commission meetings, school, park by OSA.
458	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	They hang out with friends, enjoy City Center, Lake Merritt, 19th & Broadway (first Fridays), Snow Park and Sky Park, and Jack London Square. One youth hangs out at his mentor's business at 19th & Broadway.
459	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Open Space & Recreation	2/22/16	Union Square is an example of a successful spot with more to do – there are more people, and it's very, very alive.
460	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Other	2/22/16	Use the Warriors to promote Downtown and engage youth, perhaps through an event, raffle/contest.
461	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	Vacant buildings occupied with at least temporary uses
462	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Built Environment, Preservation & Housing	2/22/16	You hardly see homes in the Downtown, especially affordable homes – the people who work and go to school Downtown don't live here

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463	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Other	2/22/16	Youth service providers/representatives attending the meeting suggested reaching out to churches and other spiritual and civic institutions.
464	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Arts & Cultural Heritage	2/22/16	Youth would like to see more entertainment; more music, more people on a regular basis. More events like a soccer event that closed down a street, or the BMX bike event in Jack London Square.
465	Community member from Oakland Youth Advisory Commission	Oakland Youth Advisory Commission Meeting	Meeting notes	Economic Development	2/22/16	Youth would like to see more public events 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.
466	Tiffany Eng-Property Owner	Old Oakland	Email	Other	4/11/16	A planning grant for each neighborhood to craft a vision with a professional or City Staff seems appropriate to get to a neighborhood vision. And a final neighborhoods / topics "summit" where representatives from each neighborhood can work together to explore common cross-cutting themes. I think getting Old Oakland it's own CBD/BID should be part of our long term plan and vision for the neighborhood so we can better support our engagement in projects like this and strategize about what's best for the residents, owners, and merchants.
467	Tiffany Eng-Property Owner	Old Oakland	Email	Connectivity & Access	4/9/16	The plan ignores the Washington Street underpass and focused too much on the Broadway one. As proposed, it would just funnel auto, ped and bike traffic right past Old Oakland once again. Fixing Washington Street and repairing some of the original street grid with Washington and MLK seems like a strategic move as the retail spaces along 5th fill up (eventually) with storefront retail. The Washington underpass is also dreadful but it actually much more accessible as a pedestrian and cyclist (part of our Bicycle Master Plan) i because there aren't all those freeway exits and entrances. It's safer and usually cleaner and seems more likely to be a pedestrian friendly boulevard than Broadway with its wide streets and medians built for cars and will always be for cars. And Washington actually has police buildings under the underpass which if it was designed better and reoriented to the street, could definitely make the underpass feel more secure.
468	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Connectivity & Access	2/1/16	11th St improved gateway

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469	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Connectivity & Access	2/1/16	7th and 8th need more attention. Streetscape designs higher priority (than 9th)
470	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Built Environment, Preservation & Housing	2/1/16	Better designed live-work ground floor lofts that read more like neighborly walk-up townhomes than businesses-turned-residential (with large screened over windows).
471	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Connectivity & Access	2/1/16	Better integrate convention center parking within neighborhood, so surface level parking lots can be developed or used as open space (hard to do unless convention parking gets a lot cheaper or pricing is at least the same as city parking)
472	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Connectivity & Access	2/1/16	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.
473	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Built Environment, Preservation & Housing	2/1/16	Challenge: Lack of new garbage cans that get added with new businesses and residential developments o 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 ☐
474	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Built Environment, Preservation & Housing	2/1/16	Dog park (at 7th St. and MLK) - poorly done with rocks as ground cover. Need to revisit so dogs can use it.
475	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Connectivity & Access	2/1/16	How to plan for marches and protests from City Hall to OPD HQ that typically go down Broadway or Clay Street.
476	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Connectivity & Access	2/1/16	Improve the Washington Street connection to Jack London Square and the Ferry Terminal
477	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Built Environment, Preservation & Housing	2/1/16	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
478	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Connectivity & Access	2/1/16	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 o patterned or artistic crosswalks? o Removal of traffic lights - convert to 4 way stop

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479	Old Oakland Walking Tour	Old Oakland Neighbors	Walking tour notes	Connectivity & Access	2/1/16	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: <ul style="list-style-type: none"> <li>o 9th and Clay Street</li> <li>o 10th and Jefferson</li> <li>o 9th and Jefferson</li> <li>o 9th and Washington</li> </ul>
480	Ron Wolf	Old Oakland Yahoo Group		Economic Development	10/27/15	Suggests looking at Eastern Market in Detroit as inspiration for similar facility/concept in Downtown Oakland: <a href="http://www.easternmarket.com/">http://www.easternmarket.com/</a> "Welcome to the largest historic market in the country, a 4.5-acre celebration of the freshest, most wholesome fruits, vegetables, specialty foods, art and music, all undeniably Detroit. Join us—to explore our district-wide activities, attend our multi-day markets or help us nourish the greater community."
481	Jody London	OUSD Vice President, Director District 1		Built Environment, Preservation & Housing	10/27/15	Forwards two articles: One about joint development plan in San Diego, CA that would bring affordable housing for school staff and families. Second is about Bay Area school districts creating subsidized teacher housing, teachers that don't qualify for affordable housing because pay is over threshold. Then points to two OUSD resources: 1) career pathway-oriented education for students, and 2) general boundary areas of schools
482	Jody London	OUSD Vice President, Director District 1		Built Environment, Preservation & Housing	10/27/15	Forwards two articles: One about joint development plan in San Diego, CA that would bring affordable housing for school staff and families. Second is about Bay Area school districts creating subsidized teacher housing, teachers that don't qualify for affordable housing because pay is over threshold. Then points to two OUSD resources: 1) career pathway-oriented education for students, and 2) general boundary areas of schools
483	Affordable Housing Developers and Avocates	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Affordability & Equity	0/19-28/201	Could use the Tax Credit scoring system/criteria overlaid with opportunity sites to develop strategies for infill development (need to collaborate with affordable housing developers for this info)
484	Affordable Housing Developers and Avocates	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Affordability & Equity	0/19-28/201	Financial: the risk-adjusted returns are getting better outside of San Francisco and the Peninsula, but there's a 100 basis point difference between San Francisco and Oakland (the whole land price!)

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485	Affordable Housing Developers and Advocates	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Affordability & Equity	0/19-28/201	Modular housing saves between 10 and 12 percent, there is time and interest savings, and the quality is a little better
486	Affordable Housing Developers and Advocates	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Affordability & Equity	0/19-28/201	Oakland's policies are backfiring; requiring 50% small and local business is too costly on top of paying prevailing wage to work with developers to make construction doable. EBHO is looking at this next month with a meeting of general contractors.
487	Affordable Housing Developers and Advocates	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Affordability & Equity	0/19-28/201	Work with affordable housing developers to identify how the Cap and Trade scoring system impacts applications for financing
488	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	African-American Museum is underutilized; needs more support and engagement
489	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Developers control what art goes on their properties and will treat it as decoration to raise their property values ("art is not necessarily decoration")
490	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Flexible and accessible seating (with space for 20-30 wheelchairs)

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
491	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Information about City grants and programs – concern is that now only established, large, moneyed organizations are informed enough to take advantage of them
492	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	List of all arts organizations
493	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	List of all City-owned and private properties with space for arts & performance
494	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Members offered to take on the outreach for the process, since they are more connected to the arts scene than the City
495	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Need accountability for cultural equity

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496	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Need community oversight over what happens with the in-lieu fees
497	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Only property owners are notified about public hearings – occupants also need notification
498	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Some felt that 11:30am was not a good time for a meeting, others thought that evenings were bad – suggested switching between times (early morning and right after work are potentially good for some)
499	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Some of the people not in the room are the people who are not there because they have been priced out.
500	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Study other cities • Sacramento has a city-subsidized 15-block area with free studio spaces and low-income artist housing • Baltimore • Brooklyn Naval Yard

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501	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Study other cities • Sacramento has a city-subsidized 15-block area with free studio spaces and low-income artist housing • Baltimore • Brooklyn Naval Yard
502	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Support youth pathways to arts industry jobs
503	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Affordability & Equity	0/19-28/201	Track statistics about who applies and receives [arts] funding to ensure equity (used to be done) - City staff clarified that it became illegal to ask on the City's application, and the responses to the question when it is optional skew the data
504	Artists, Gallery owners, Cultural leaders, performance venues, and music institutions	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Why not restore underutilized institutions—Malonga can anchor the Arts with Calvin Simmons (BOTH to be restored)
505	BART and AC Transit Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	onstreet parking not well managed; charge more (pricing) closest to Downtown; address handicap turnover; look at Redwood City Parking Management
506	BART and AC Transit Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Should not have pedestrian crossing signals Downtown
507	BART and AC Transit Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Strengthen connections: capitol corridor and ferry

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508	BART and AC Transit Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Traffic signals out of date
509	City Council District 3	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Consider senior programming in parks
510	City of Oakland Economic Development Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Art Arc San Jose example of artist live/work with public rotating art installations in Downtown San Jos
511	City of Oakland Economic Development Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	City processes for special events are arduous, unclear, overly bureaucratic
512	City of Oakland Economic Development Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	Pop-up grocery stores?
513	City of Oakland Parks and Recreation Department Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Add a dog beach near Jack London Aquatic Center (add sand to existing rip rap)
514	City of Oakland Parks and Recreation Department Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Add outdoor public fitness facilities (great climate!) throughout Downtown
515	City of Oakland Parks and Recreation Department Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Add skate parks to central areas of Downtown (possibly Jefferson Park as skate park (on 7th St. near freeway; example of similarly located park is skate park near Dubose in San Francisco)
516	City of Oakland Parks and Recreation Department Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Cash and Carry site (near Jack London Aquatic Center) as potential opportunity site (outdoor theatre, such as Levitts Pavilion)

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517	City of Oakland Parks and Recreation Department Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Community to take ownership of public spaces and jointly program spaces; public open spaces could be destinations for businesses offering Wi-Fi and kiosks with coffee and seating (for outdoor working opportunities)
518	City of Oakland Parks and Recreation Department Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Outdoor theaters (great climate!)
519	City of Oakland Parks and Recreation Department Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Parkland dedication (or impact fee) as development takes place – expand inventory of parkland
520	City of Oakland Parks and Recreation Department Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Recognize needs of key user groups, including dog owners and gardeners
521	Commercial Real- Estate Developers	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	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)
522	Commercial Real- Estate Developers	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Built Environment, Preservation & Housing	0/19-28/201	Underutilized “Vintage” Buildings: life safety upgrades (some make sense functionally; stairs, fire sprinklers, fire alarm systems)
523	Historic Preservation	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Built Environment, Preservation & Housing	0/19-28/201	Need to better maintain trees
524	Historic Preservation	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Built Environment, Preservation & Housing	0/19-28/201	Sand and pebbles rather than tree grates
525	Jack London District Stakeholders Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Interface between truck traffic and other uses

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526	Jack London District Stakeholders Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Built Environment, Preservation & Housing	0/19-28/201	Need to show different concepts and identify goals generally for site (access, character, financing, etc.)
527	Jack London District Stakeholders Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Proposal for activation of Howard Terminal (ball park or other development) need to consider how to get people across the rail road tracks on Embarcadero
528	Market-Rate Real Estate Developers (residential and commercial)	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	Don't tax retail on the street floor; pay for tenant improvements or subsidized (good quality) retail
529	Market-Rate Real Estate Developers (residential and commercial)	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Downtown needs a 24-hour garage
530	Market-Rate Real Estate Developers (residential and commercial)	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	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)
531	Market-Rate Real Estate Developers (residential and commercial)	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Built Environment, Preservation & Housing	0/19-28/201	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
532	Market-Rate Real Estate Developers (residential and commercial)	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	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.
533	Museum and Hood Design	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Fire Alarm building as key site

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534	Museum and Hood Design	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Grant for Lake Merritt cultural district (managed by Oakland Museum): stage 1: community outreach, define cultural district; stage 2: call for proposals from artists; stage 3: funding plan
535	Museum and Hood Design	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Arts & Cultural Heritage	0/19-28/201	Hood design approach: imagability, memorability, as opposed to focusing on street connections
536	Oakland Unified School District	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Chinatown – Lincoln Elementary – Amiee Eng
537	Oakland Unified School District	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Greater partnerships between City Parks and Recreation Dept. and Oakland Housing Authority to address issues of housing and park programming
538	Oakland Unified School District	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	North Oakland – Oakland Tech – PTA
539	Oakland Unified School District	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Affordability & Equity	0/19-28/201	SF and OUSD school agreement housing bond (ask Tomeka Moss who to talk to in Mayor Ed Lee’s office as an example for addressing housing)
540	Oakland Unified School District	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Strengthen relationships between schools and downtown; downtown kids to outlying schools
541	Oakland Unified School District	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	teacher retention/recruitment difficulties
542	Oakland Unified School District	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Tips for engaging youth and parents - All City Council, PTAs
543	Oakland Unified School District	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	West Oakland Outreach o Jamoke Hiden Hodge – community engagement o Myclymonds Alumni Assoc.
544	Plan Downtown Community Stakeholder Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	City web pages are hard to navigate – it needs to be edited, and people need easy to understand highlights/bullet points
545	Plan Downtown Community Stakeholder Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Oakland has a history of trauma; you have to acknowledge the past as part of the conversation or it will continue coming back

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546	Plan Downtown Community Stakeholder Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Participants need to know which areas they can and cannot influence through the plan (including seeing a list of already permitted development projects)
547	Plan Downtown Community Stakeholder Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Proposals should be given with context.
548	Plan Downtown Community Stakeholder Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	There are people in the community who specialize in marketing and outreach; take advantage of them and have them do the outreach
549	Plan Downtown Technical Advisory Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	Address workforce training in Specific Plan
550	Plan Downtown Technical Advisory Group	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	Mixed use that goes beyond coarse categories; consider retail quotas to regulate the types of retail (restaurant/bar saturation)? hours?, need night time jobs
551	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Buslets/green stops
552	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	car-to-go/shared mobility hub map
553	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Dynamic pricing parking? Dynamic parking hours and durations
554	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	Food trucks!
555	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Interim steps: regulate curb for TNC (transportation network company) loading/unloading
556	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Make "transit corridors" a real designation

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557	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Need more demonstration projects
558	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Private vehicle turning restrictions (see Market Street in SF, 2015)
559	Public Works Staff	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Small interventions make a big difference
560	Small Businesses in Downtown Oakland	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Open Space & Recreation	0/19-28/201	Activate Frank Ogawa Plaza and communicate with community
561	Small Businesses in Downtown Oakland	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	garbage cans routinely stolen (need creative, artistic sidewalk garbage storage areas)
562	Small Businesses in Downtown Oakland	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	Is there additional money for façade improvements?
563	Small Businesses in Downtown Oakland	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	More support from City to form Merchants Association
564	Small Businesses in Downtown Oakland	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Need neighborhood maps/centers showing location of businesses that is regularly updated
565	Small Businesses in Downtown Oakland	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	Need neighborhood maps/centers showing location of businesses that is regularly updated
566	Small Businesses in Downtown Oakland	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	Need programmed events throughout the month (First Friday isn't enough)
567	Small Businesses in Downtown Oakland	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Need to better message to Oakland neighborhoods to come downtown, then branch out to entire East Bay and beyond

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	Name	Affiliation	Source	Topic	Date	Comment
568	Small Businesses in Downtown Oakalnd	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Other	0/19-28/201	Plaid Friday – better coordinate (parking enforcement, etc.)
569	Small Businesses in Downtown Oakalnd	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	Re-program Art & Soul and spend the money to support local businesses
570	Small Businesses in Downtown Oakalnd	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Economic Development	0/19-28/201	There is a lack of coordination in event planning
571	Small Businesses in Downtown Oakalnd	Plan Downtown Charrette Stake Holder Meeting	Meeting notes	Connectivity & Access	0/19-28/201	What about changeable wayfinding signs “Fashion” “Music”
572	Victor Rubin & Teddy Miller	Policy Link	Meeting Notes	Affordability & Equity	11/15/15	Additional Groups to Engage: <ul style="list-style-type: none"> <li>• EBHO</li> <li>• EBALDC</li> <li>• Fred Blackwell</li> <li>• Meeting of housing cabinet to talk about plan</li> <li>• Groups from Housing Equity Roadmap</li> </ul>
573	Victor Rubin & Teddy Miller	Policy Link	Meeting Notes	Affordability & Equity	11/15/15	Additional Projects to Research <ul style="list-style-type: none"> <li>• Louisiana speaks <ul style="list-style-type: none"> <li>o Estimates under each alt. include amount of affordable housing (by income level)</li> <li>o Sensitivity to income</li> </ul> </li> <li>• 5N project SF</li> <li>• Community planning leadership /OSNI Roadmap for BRT</li> </ul>
574	Victor Rubin & Teddy Miller	Policy Link	Meeting Notes	Affordability & Equity	11/15/15	Clear about specific plan <ul style="list-style-type: none"> <li>• What it can and can’t do</li> <li>• How it relates to other housing policy</li> </ul>
575	Duboise	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	<ul style="list-style-type: none"> <li>• Vision reads high income (gentrified – cafes, etc.).</li> <li>• Vision is touchy feely, feels gentrified</li> <li>• What do parks and open space mean to low income?</li> <li>• What do parks mean for civic engagement, i.e., areas for protest?</li> </ul>

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	Name	Affiliation	Source	Topic	Date	Comment
576	Gordon	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	<ul style="list-style-type: none"> <li>• Parks with children – need amenities for disabled kids</li> <li>• Environmental – reduce storm water runoff, water plants</li> <li>• Environment – cut down watering “curb cutting”</li> <li>• Living walls – green space buildings accommodate vegetation for purpose of green space/walkability</li> <li>• Incorporate orchards in the parks for food production</li> <li>• Rooftop gardens (pollinators). Use roofs for hives, etc. and at non-active parks</li> <li>• Bring compost so don’t have to fertilize</li> </ul>
577	Manning	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	<ul style="list-style-type: none"> <li>• Feels like a neighborhood plan; people already resent Downtown for getting all resources.</li> <li>• Focus on Downtown as resource for rest of city <ul style="list-style-type: none"> <li>o Lake Merritt is the only destination now for people outside Downtown</li> <li>o Belongs to the whole city</li> </ul> </li> <li>• Outreach to outlying neighborhoods – Downtown affects all neighborhoods.</li> <li>o Impressed with outreach so far</li> <li>• Destination: neighborhood open space</li> </ul>
578	Manning	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	<ul style="list-style-type: none"> <li>• Parks in Chinatown are some of the most vibrant, successful parks in Oakland. How do parks play into vision for Black Arts District?</li> </ul>
579	Manning	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	Improve pedestrian access to Cathedral open space
580	PRAC Commission	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	Affordable for who? Language about public and low-income housing – separate from “affordable” housing Need to push for right to housing, especially for people who have been here for a long time (generations)
581	PRAC Commission	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	Immediacy of equity and what’s happening now Aligned with future vision Non-profits being displaced; small retail businesses too
582	PRAC Commission	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	maintenance of parks is a challenge
583	PRAC Commission	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	Show proposed San Pablo plaza before and after for context
584	PRAC Commission	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	What to do about homeless people if we add new parks? Homelessness – provide a space, and there will be tent cities (example: Jefferson Square Park). Activate the spaces with programming and build housing

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	Name	Affiliation	Source	Topic	Date	Comment
585	Redmond	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	Open space as responsibility of developers with signs that say people are welcome; child play area, encourage musicians to play outdoors and collect tips. Display, sell handcrafts, lighting so nighttime is safe (merchants as governance). Shared space: beer gardens as open  Need a comprehensive park vision graphic with data and analysis, open spaces Emphasis on park maintenance and trees: recreation programming
586	Wu	PRAC Commission	Oral comments	Open Space & Recreation	3/9/16	<ul style="list-style-type: none"> <li>• Parks: we need to plan for dog parks from the beginning               <ul style="list-style-type: none"> <li>o 10k homes</li> <li>o People are using small green spaces</li> <li>o Preservation Park closed to dogs</li> <li>o Dog-friendly areas</li> <li>o Dedicate locations</li> <li>o Dog parks and dog friendly areas – patches of open space for unleashed dogs and dog walkers</li> </ul> </li> <li>• PRAC issued dog park report – identified location, told not viable</li> <li>o Dogs downtown – converting rooftops of garages and parking lots</li> </ul>
587	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	4. For me, the replacement of I-980 with a surface boulevard raises environmental justice and equity issues. The freeway handles something like 60,000-70,000 vehicles per day. This traffic would be dumped on to the streets of West Oakland, with airport-bound traffic likely diverting to 98th Avenue through East Oakland. In communities already dealing with serious air quality issues, bringing this traffic to grade-level intersections, with additional idling and emissions, seems ill-advised. This is very different from the Central Freeway or the Embarcadero Freeway in San Francisco, where the freeways were elevated and a visual blight. If we are talking “big ideas,” the freeway to be removed would more logically be the elevated section of I-880 at Broadway, which has been a barrier between Downtown and the waterfront for 60 years
588	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	A far more “healing” solution along I-980 would be to cap the freeway between 10th Street and 20th Street (roughly) with a lid park, creating development opportunities in the air rights along the east side of Brush and the west side of Castro. Directing freeway traffic into a “tunnel” while weaving the grid back together at the surface seems preferable to further dividing the city with an enormous arterial boulevard carrying 70,000 cars per day. It would also create the opportunity for a magnificent 10- block linear open space above the 980 travel lanes.

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
589	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	a. The KONO vision includes mid-block pedestrian paseos. It would be good to explain how these will be established (development agreements?) and who will own and maintain them. Will these be programmed space
590	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	b. In general, there should be a greater focus on the potential for rooftop open space, particularly on parking structures and similar large flat-roofed facilities that are publicly accessible. There is some mention of rooftop gardens and green roofs in the Lake Merritt Office district discussion—this should be advanced in all sub-areas.
591	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	c. A commitment to preserve the Kaiser roof garden---or relocate it in kind in the event it is redeveloped with an office tower---should be included.
592	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	d. The post-office parking lot on 14th Street at Alice should be identified as a potential site for a new neighborhood park—not the entire site, but at least a portion of it.
593	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	e. There is very little discussion of Lafayette and Jefferson parks, both of which are important neighborhood open spaces.
594	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	f. Webster Green is a great idea. To flesh this idea out further, check out the Canal Blocks Park in Washington DC—it's the same concept. <a href="http://www.canalparkdc.org/about">http://www.canalparkdc.org/about</a> . It would be great to have a space like this in all four quadrants of Downtown.
595	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	g. More attention should be given to the connections between the Lake and the Estuary, including crossing (above or below) I-880 and the railroad.
596	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	h. New Downtown plazas are great, but we need to be careful in programming and maintaining these spaces so they remain attractive and safe.
597	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	i. The need for specific types of amenities, such as dog parks and community garden plots, should be addressed. These needs will only get larger as Downtown's population grows.

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	Name	Affiliation	Source	Topic	Date	Comment
598	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	It sounds like the Plan forecast is for roughly 12,000-16,000 new housing units (say 14,000 for analysis sake). Assuming 2 persons per household, this would yield about 28,000 potential new residents. Based on the City's adopted park service standards of 4 acres of active parkland per 1,000, this equates to a need for 112 acres of new parkland within the Plan area. This excludes the existing deficiency, which is substantial. The Plan should provide an explanation of how the City intends to meet its service standard. Since it appears the City is not going to adopt a park impact fee, and is proposing a meager capital improvements impact fee for multi-family housing, there is no real assurance that any additional parkland will be created as this plan is implemented. This will further overburden the Lake Merritt area parklands, and the limited number of parks serving Downtown.
599	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	My principal criticism with respect to parks and open space is that parks appear to be an after-thought rather than an organizing principle of the Plan. There is much attention to given to the public realm, which is essential, but the focus is on streets and small plazas rather than the creation of significant new open spaces serving a greatly expanded population and job base. The exceptions are the potential park at the Howard Terminal (which is exciting but not really fleshed out), the Webster Green (which should be replicated at several other locations in the Plan Area), and the potential for a linear park along the I-980 ROW.
600	Barry Miller	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	The staff report indicates the potential square footage of new "parking" area in each sub-zone---it would be nice to also see the potential square footage of new "parks" so we are assured that the City values parks as much as it does parking.
601	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	Is it appropriate/possible to include any kind of goals for park acreage/ level of service reference? Without the acreage target reference, there is little leverage to advocate for adding smaller parks when possible. The aspirational parks could be acreage boons but in the closer-term, there are smaller additions that can and should be made
602	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	Parks Planning Goals descriptions should include direct reference to coordination with adjacent specific area plans, especially as regards the Lake Merritt Station Area Plan (the plan addresses Estuary to Lake park/connectivity).
603	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	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

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	Name	Affiliation	Source	Topic	Date	Comment
604	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	Plan emphasizes importance of parks and trees, perhaps equivalent emphasis on park and recreation programming?
605	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	Plan needs a stronger emphasis on importance of 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.
606	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	Reference improvements: <ul style="list-style-type: none"> <li>• Label Figure B-16 at top of page, add key</li> <li>• If not possible to label parks on map, add table of park names, with acreage as a reference and or refer to OSCAR.</li> <li>• Place all parks related maps in one place in the document (B-16, B-28)</li> <li>• 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. ☒</li> </ul>
607	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	The primary request from the comments below is a for a comprehensive park opportunity/vision graphic with related text and data that makes a clear case for parks. The parks elements are currently diffused through the document.
608	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	Typo on Page 6.17, second line in Plan Alternatives "...Howard Terminal, in new greens (? Should this be 'greenspaces'?)
609	Paul Rosenbloom	PRAC Commissioner	Written Comments	Open Space & Recreation	3/9/16	Why don't the Scorecard Criteria categories(Public Realm and Open Space) align with the Planning Goals categories (Open Spaces and Recreation)?
610	Regina Evans	Regina Evans	E-mail	Economic Development	3/24/16	A Downtown Oakland Youth Mentorship Program could be established to 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.

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	Name	Affiliation	Source	Topic	Date	Comment
611	Regina Evans	Regina Evans	E-mail	Other	3/24/16	<p>Another way to create relationship and nourishing "conversations" here in Oakland (as the Downtown area shifts and is developed in new ways) is to shed light on issues that plague Oakland. One reality and hard truth of Oakland is that it is one of the number one spots (if not the number one spot) for underaged sex trafficking in America. I believe that this occurs in Oakland for several reasons. One of those main and major reasons falls upon the shoulders of lack of awareness.</p> <p>I believe that a great resource to combatting this brutal issue rests within the power of the corporate business community. They have the resources and tools available within their networks to bring solid awareness about this issue to their corporate community and to the community at large. What they would require and need are trainings (ie what is human trafficking, who is affected, what is the landscape, successful strategies for awareness, etc).</p> <p>As a social enterprise business owner (my business acts as a creative arts haven and healing sanctuary for sex trafficking survivors) in the Oakland Uptown area, as a Modern Day Abolitionist in the fight against human trafficking, and as a survivor of sex trafficking I would like to (as the owner of Regina's Door) pull a team of local Abolitionists and Survivors of Trafficking together to engage the Oakland corporate business community on this issue and to deliver human trafficking awareness trainings and teach-ins. My hope is that the Abolitionists/Survivors of Trafficking could eventually work together with the corporate business community to deliver compassionate action items that will stem the tide of sex trafficking in Oakland.</p> <p>Awareness is supremely important because it is the first step to action. And</p>
612	Regina Evans	Regina Evans	E-mail	Built Environment, Preservation & Housing	3/24/16	<p>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.</p>

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	Name	Affiliation	Source	Topic	Date	Comment
613	Regina Evans	Regina Evans	E-mail	Other	3/24/16	One of the most under-utilized resources in our community are Elders. In an effort to access and activate their wisdom and knowledge an Elder Council can be formed. The operation of the council would be as follows: Members would be secured, and paid, to speak to groups of corporate workers on their own personal history as a citizen of Oakland (in an effort to provide political, socio-economic, and historical context), as well as on methodologies and ways to help support the Elder population in the Uptown Area (ie doctor visits, communing over meals, provision of meals, transportation to faith services, etc.). There are several Senior Citizen homes in the Uptown area that can be used as a resource.
614	Regina Evans	Regina Evans	E-mail	Built Environment, Preservation & Housing	3/30/16	street lanterns, surrounded by potted flowers, be placed along both sides of 17th Street between Franklin and Webster
615	Regina Evans	Regina Evans	E-mail	Affordability & Equity	3/24/16	<p>This idea consist of larger corporations and businesses (ie Kaiser, Pandora, Uber) partnering with smaller compassionate businesses (ie Regina's Door, Field Day), social enterprises, and non-profits (ie Downtown TAY, Department of Make Believe) through a mutual mentorship initiative.</p> <p>Larger businesses will provide the smaller entities with economic resources, strategic operational wisdom, and access to their workforce with the intent of customer base building.</p> <p>The smaller entities (many of which have maintained businesses in the Downtown area for multiple years) will provide the larger corporations with historical context of the city as through their eye view, introduce them to the "why" of their entity (ie what service it provides to the larger community of Oakland), what they see as the future flow of the city (ie multi-cultural, inclusive, compassionate, economic viability, etc.), and successful strategies and knowledge for outreach to the community at-large (ie community building events).</p>

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	Name	Affiliation	Source	Topic	Date	Comment
616	Regina Evans	Regina Evans	E-mail	Arts & Cultural Heritage	3/24/16	<p>This idea is based upon the "Tuesday At Home" section that appeared as a monthly supplement in the Oakland Tribune during the 1970's. The supplement was geared toward uplifting the African-American community, but at the same time, providing the full scope of the Oakland Tribune readership with the opportunity to read about notable African-Americans, businesses and events.</p> <p>The large corporate business community could financially support a monthly community-oriented online newsletter which provides cultural content such as: historical retrospectives of Oakland (including businesses, politics, youth, individuals), information on notable Oakland Native families, community activism, and education.</p> <p>The newsletter could be transmitted to corporate employees, small businesses, community activist or through the use of a website or via email.</p> <p>Articles and content could be brought in via community outreach to Oakland Natives, long time business owners, the Oakland Museum, the African American Museum, and other existing cultural entities in Oakland.</p>
617	Jerry Iserson	Resident	Email	Other	4/8/16	A financing plan must accompany this document.
618	Jerry Iserson	Resident	Email	Open Space & Recreation	4/8/16	I believe that there is great potential for a ballpark at Howard Terminal and that it should be kept as an alternative. I believe there are potential benefits that would be consistent with several of the goals of the plan, yet there are also potential impacts and difficulties with such a project. It should stay as a primary alternative for the site on the Plan.
619	Jerry Iserson	Resident	Email	Connectivity & Access	4/8/16	The conversion of I-980 to a boulevard is intriguing and could have many benefits: tying downtown with West Oakland, adding housing and other land uses and beginning to dis-assemble the disastrous effects of Oakland being carved up by several freeways, which as divided neighborhoods, cut off streets and resulted in an unattractive environment.

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	Name	Affiliation	Source	Topic	Date	Comment
620	Kathleen Rousseau	RPR Architects	Email	Economic Development	4/7/16	One issue that I have been curious about is about the fiber infrastructure. I know 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.
621	Michael Ghielmetti	Signature Development Group	email	Built Environment, Preservation & Housing	4/6/16	express support for the SPUR recommendations; specifically, future economic growth depends upon selectively deciding where we must allow greater building height and density by-right. Must embrace smart growth to meet our collective and often competing goals of fostering vibrancy in activated neighborhoods, encouraging and sustaining smart growth, and making housing affordable for all economic demographics, including middle class.
622	Ivy Duncan	SpeakUp Commentator: Quality of Life Downtown				[Summary, see actual comments for details]: Everything needs to be more senior-friendly: seating higher (benches, transit, etc.), larger, more readable signage, more signs telling people to give up their seats, less walking required, more handicapped spots, vegetable drawers in senior housing refrigerators not so low to the ground
623	Kirsten Cowan	SpeakUp Commentator: Quality of Life Downtown		Built Environment, Preservation & Housing		It's hard to isolate the issues of downtown from the crisis of affordability and culture that all of Oakland and the Bay Area is facing.  That being said - priorities for me would be public space and public housing - nonprofit cooperative housing, high density housing with shared common areas, bike parking, car shares, maybe even micro units.
624	Kirsten Cowan	SpeakUp Commentator: Quality of Life Downtown		Economic Development		no welcome mat to companies with an exploitative business model and a proven record of corporate irresponsibility and bullying. you may say i'm a dreamer, but i'm not the only one! Good jobs come from small businesses with ties to our community - don't believe otherwise.
625	Laura Schewel	SpeakUp Commentator: Quality of Life Downtown		Economic Development		We need a few more small grocery stores that sell actually produce - especially Uptown.

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	Name	Affiliation	Source	Topic	Date	Comment
626	Needa Bee	SpeakUp Commentator: Quality of Life Downtown		Affordability & Equity		Defund the police. The city of oakland has beefed up the police and used them as bookends in the gentrification process. Over the past 15 years the city has created new laws or enforced dead laws to remove the poor and working class people of oakland to make room for gentrifiers. And then you have used police to keep us out. All that money should have and in this new development plan needs to go towards not criminalizing communities and culture, but creating jobs for low income residents, formerly incarcerated residents and supporting free arts and recreational programs....remember when art & soul was a free three day concert? remember when libraries were open srven days a week? Remember when all schools had afterschool arts programs? We need more of that, less police terror.
627	Needa Bee	SpeakUp Commentator: Quality of Life Downtown		Affordability & Equity		from 2000-2015 the city of oakland has brought in 2,000 affluent new residents to downtown. The restaurants and business that have opened were given business incentives by the city of oakland using our tax dollars: 6months free rent, free signs for the business storefronts, 50% of all marketing costs covered by the city. We need the city to stop catering to the minority of rich people and start focusing on Oakland's majority working class. We need the city to stop investing our city's redources on people who do not live here yet and support the families that have been here.  Business incentives that have been offered to the the new affluent businneses need to be offered to long time oakland family owned businesses.
628	Vivian Kahn	SpeakUp Commentator: Quality of Life Downtown		Economic Development	1/31/16	1. 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.
629	Vivian Kahn	SpeakUp Commentator: Quality of Life Downtown		Built Environment, Preservation & Housing	1/31/16	2. Establish policies and standards to ensure that new development maintains the historical industrial character of the District's buildings with additional design guidelines that address materials, fenestration patterns, and other features that contribute to architectural character through regulation of new development as well as building additions.
630	Vivian Kahn	SpeakUp Commentator: Quality of Life Downtown		Other	1/31/16	3. Establish, fund and implement aggressive programs to curb graffiti and illegal dumping.

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	Name	Affiliation	Source	Topic	Date	Comment
631	Vivian Kahn	SpeakUp Commentator: Quality of Life Downtown		Other	1/31/16	4. Provide alternatives to illegal homeless encampments as San Francisco is now doing with the Compass Program. Work with the County and Caltrans to identify options for using Caltrans property (e.g. under 880, north of 880 between Castro and Brush) and underutilized County resources such as building on the southwest corner of Broadway and 5th pending identification of a more appropriate use of that gateway site.
632	Vivian Kahn	SpeakUp Commentator: Quality of Life Downtown		Other	1/31/16	5. Protect public health and mitigate hazards to those who live, work, and visit the Jack London District by enacting regulations to prohibit coal storage and transport facilities and advocating for Federal and State regulations to reduce oil transport through the District.
633	Vivian Kahn	SpeakUp Commentator: Quality of Life Downtown		Connectivity & Access	1/31/16	6. Redesign the circulation system to separate traffic going through the District from traffic within and into the District including rerouting traffic into and out of the Posey Tube and to and from 880.
634	Vivian Kahn	SpeakUp Commentator: Quality of Life Downtown		Affordability & Equity	1/31/16	My focus is on the Jack London District, where I live and work, but many of the issues are applicable to other parts of the Downtown. The provision of a range of affordable multi-unit residential options including rental and for-sale housing and work-live spaces is the most important issue for all of Downtown and is critical to this District as well. Oakland is behind the curve when it comes to requiring the inclusion of affordable housing or payment of an in-lieu fee that will generate sufficient revenues to help finance new development that will be permanently affordable.
635	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Impact fees will not even make a dent. Need to find a much bigger source of money in the next 3-5 months; if we do not get housing up before the jobs come, it is going to result in an even greater imbalance.
636	SPUR Leadership	SPUR	2016-03-17 Meeting	Affordability & Equity	3/17/16	15th Street image shows Housing Authority property turned into a fancy building; consider the ramifications
637	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Account for the influence of future autonomous vehicles and Uber
638	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Activate interim uses while holding on to transit-adjacent land until office development is viable.
639	SPUR Leadership	SPUR	2016-03-17 Meeting	Connectivity & Access	3/17/16	Address private transit (i.e. bus shuttles)

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	Name	Affiliation	Source	Topic	Date	Comment
640	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Buildings need to go higher, particularly against I-880 (on south side of block, not north side)
641	SPUR Leadership	SPUR	2016-03-17 Meeting	Economic Development	3/17/16	Community benefits will make it harder to build tall buildings.
642	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Downtown Oakland has various nodes and is multi-centered; the alternatives continue this; we should focus on the center instead. Developing Howard Terminal would continue the pattern of spreading out density.
643	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Downzoning in transit areas would be a mistake given the housing crisis and need for investment; it's actually hard to get density; Oakland needs incentives for density. Berkeley's downtown is a cautionary tale (density bonuses are never used, so the buildings are all low).
644	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Each scenario for Victory Court appears to be the same. Step it up near BART, across from Brooklyn Basin.
645	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Explain industrial zoning near Jack London and proposed changes west of Broadway
646	SPUR Leadership	SPUR	2016-03-17 Meeting	Safety	3/17/16	Howard Terminal was not cleaned, just capped
647	SPUR Leadership	SPUR	2016-03-17 Meeting		3/17/16	Implement the goals in each neighborhood
648	SPUR Leadership	SPUR	2016-03-17 Meeting		3/17/16	Instead of requiring street-level retail in areas where it does not work (saturation) make room for maker space, etc., that is good for activating the ground floor, not just retail, and creative community spaces.
649	SPUR Leadership	SPUR	2016-03-17 Meeting		3/17/16	It's hard to see the two alternatives on the same map (need separate maps for alternatives 1 and 2 to clearly see the changes); mark the names of the streets
650	SPUR Leadership	SPUR	2016-03-17 Meeting	Economic Development	3/17/16	Need a broader definition of retail; allow manufacturing in back, efficient use of space. We have lots of leakage to San Leandro.
651	SPUR Leadership	SPUR	2016-03-17 Meeting		3/17/16	Need to feel like there's something for everyone, including existing residents and creators, not like you're building for the people coming in.
652	SPUR Leadership	SPUR	2016-03-17 Meeting	Connectivity & Access	3/17/16	On-street parking should not be in a vision of Downtown.

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	Name	Affiliation	Source	Topic	Date	Comment
653	SPUR Leadership	SPUR	2016-03-17 Meeting		3/17/16	Provide anticipated development by sub-area
654	SPUR Leadership	SPUR	2016-03-17 Meeting	Economic Development	3/17/16	Provide space for industrial arts, advance manufacturing, incentivize light manufacturing; curate retail (see Master Plan for Giant's site).
655	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Report feels nostalgic; imagery includes old buildings, watercolor, buildings all seem old; "we need to match the existing character" is a mistake. There should be a high bar to match the existing context - with really special historic buildings only.
656	SPUR Leadership	SPUR	2016-03-17 Meeting	Affordability & Equity	3/17/16	Show beauty and safety without people feeling as if certain people will not belong there
657	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	Show what growth would look like at build-out under existing zoning; it's not significantly less than in the alternatives
658	SPUR Leadership	SPUR	2016-03-17 Meeting	Connectivity & Access	3/17/16	Strengthen surface transit. Transit isn't showing up strongly.
659	SPUR Leadership	SPUR	2016-03-17 Meeting	Affordability & Equity	3/17/16	The level of outreach that has been done is commendable.
660	SPUR Leadership	SPUR	2016-03-17 Meeting	Economic Development	3/17/16	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
661	SPUR Leadership	SPUR	2016-03-17 Meeting	Connectivity & Access	3/17/16	The plan needs to address education: education, schools can drive retail
662	SPUR Leadership	SPUR	2016-03-17 Meeting	Other	3/17/16	There is a gap between One Bay Area and these alternatives: the rest of the Bay Area is counting on development here. Where is the more ambitious alternative #3? The plan is too timid by an order of magnitude. Meeting the ABAG numbers is not enough - there should be a big vision for the future.
663	SPUR Leadership	SPUR	2016-03-17 Meeting	Built Environment, Preservation & Housing	3/17/16	There's a moment right now where we can maximize density: there are not many people now here to say NIMBY, but in the next economic upcycle there will be (this is what happened in SF)
664	SPUR Leadership	SPUR	2016-03-17 Meeting	Connectivity & Access	3/17/16	Where is the ferry plan?

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	Name	Affiliation	Source	Topic	Date	Comment
665	Ben Grant	SPUR	E-mail	Affordability & Equity	3/22/16	If this were required across a district (ie- deliberately oversupplied) rents would be low, at least initially, and treated as a writeoff/exaction by developers, who often treat ground floor retail that way anyway. If necessary for long-term stability, rents on a subset could be controlled through a developer agreement, getting around the prohibition on commercial rent control. residents would sign an acknowledgement of noise/odors associated with light industrial, as they often do with entertainment venues etc. In SF, traditional zoning prohibiting industrial uses with residential was rewritten to be performance-based (up to a certain amount of noise etc).
666	Ben Grant	SPUR	E-mail	Built Environment, Preservation & Housing	3/22/16	In areas like kono or elsewhere where preserving studio/fabrication/light industrial space is a priority, require a 20' ground floor with roll-up doors onto raw space. these could flex to retail or arts-restricted live-work or not, or say a certain percentage in key locations could flex to retail with others preserved for arts/PDR.
667	Ben Grant	SPUR	E-mail	Built Environment, Preservation & Housing	3/22/16	Something to consider in light of both arts community concerns about development and arts preservation tools -- ground floor PDR (production/distribution/repair) which could also be ground floor flex work/arts/maker/pdr.
668	Ben Grant	SPUR	E-mail	Arts & Cultural Heritage	3/22/16	You could imagine a whole block of roll-up doors with fabricators, artists, makers, roasters, brewers, bike repair, furniture restoration and corner retail, would be a pretty appealing image for all parties.

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	Name	Affiliation	Source	Topic	Date	Comment
669	Ben Grant	SPUR	E-mail	Built Environment, Preservation & Housing	3/22/16	<p>Something to consider in light of both arts community concerns about development and arts preservation tools -- ground floor PDR (production/distribution/repair) which could also be ground floor flex work/arts/maker/pdr.</p> <p>In areas like kono or elsewhere where preserving studio/fabrication/light industrial space is a priority, require a 20' ground floor with roll-up doors onto raw space. these could flex to retail or arts-restricted live-work or not, or say a certain percentage in key locations could flex to retail with others preserved for arts/PDR.</p> <p>If this were required across a district (ie- deliberately oversupplied) rents would be low, at least initially, and treated as a writeoff/exaction by developers, who often treat ground floor retail that way anyway. If necessary for long-term stability, rents on a subset could be controlled through a developer agreement, getting around the prohibition on commercial rent control. residents would sign an acknowledgement of noise/odors associated with light industrial, as they often do with entertainment venues etc. In SF, traditional zoning prohibiting industrial uses with residential was rewritten to be performance-based (up to a certain amount of noise etc).</p> <p>You could imagine a whole block of roll-up doors with fabricators, artists, makers, roasters, brewers, bike repair, furniture restoration and corner retail, would be a pretty appealing image for all parties.</p>
670	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Add discussion about curb space management and passenger loading/unloading.
671	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Add discussion of delivery and goods movement. There should be analysis of transportation needs for freight/delivery vehicles and loading/unloading policies.

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
672	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	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, SPUR believes 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.
673	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Build in triggers for adding public benefits overtime. 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.
674	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	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.
675	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Control the design of any new parking downtown to minimize its visual impact. Wherever 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.
676	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Create Enhanced Infrastructure Finance Districts and use the tax increment to generate from new development to finance new infrastructure projects.
677	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Develop a vision for surface transit in downtown Oakland in partnership with AC Transit.
678	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Develop an approach to multi-modal way finding, making it easy for people to get around without cars.
679	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Develop an overarching set of criteria for when to convert-one way streets to two way

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
680	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Downtown needs to accomodate scale changes like taller buildings next to shorter buildings or else we will lock downtown Oakland into a pattern of under built blocks that will never achieve the "critical mass" necessary to achieve a vibrant pedestrian street life. Specifically the City Center area, Lake Merritt Office District and the Broadway Corridor as good locations for taller buildings and high intensities.
681	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Downtown Oakland might benefit from a streetcar however, the case has not yet been made. The case is not made for the streetcar as a mobility solution or an economic development tool. If for mobility, the plan should consider the ability of the streetcar to meet people's needs relative to other investments, such as improving bus service, expanding bike share and other sharing programs or event specialized shuttle programs. If the street car is proposed as an economic development tool, it should also be evaluated against other economic development investments.
682	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Eliminate both minimum parking requirements and the "in-lieu" parking fee for new development. The city should also consider moving towards a parking maximum, as measured by either a percent of gross building square footage or spaces per unit.
683	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Eliminate proposed height reductions throughout most of the plan area, except when explained by important urban design or other considerations.
684	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Eliminate the existing density limits for residential development based on square feet per parcel.
685	Robert Ogilvie	SPUR Oakland	Letter/Email	Economic Development	4/6/16	Encourage industrial uses on the ground floor in the Jack London District.
686	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Enhance the survey of historic buildings downtown and include information such as historic value, occupancy status and the potential to change the building use.
687	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Exclude the development of Howard Terminal and I 980 to reach housing or job goals.

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	Name	Affiliation	Source	Topic	Date	Comment
688	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Exclude the development of Howard Terminal and I-980 from housing or job goals. The future of these areas is unresolved and it should not be assumed that the visions proposed for these areas will materialize any time soon. We support the inclusion of these areas, but think they should be treated as long-term goals.
689	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Expalin the role of the streetcar in the transit network and what markets its serves and how it integrates with other modes on the street it operates on and at the stations it serves.
690	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Ground floors should be actived with a mix of uses, including industry and manufacturing. For the most part, we recommend defering 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-futher analysis is needed.
691	Robert Ogilvie	SPUR Oakland	Letter/Email	Other	4/6/16	Identify a strong organizing vision and policy agenda for downtown Oakland as a whole. Present an analysis of the assets, challenges, and opportunities within each district, drawing on land use, transprotation resources, demographics, market trends, institutions, and community priorities. Present overall plan growth capacity and other aggreate statistics upfront for downtown as a whole, not only for the sub-areas.
692	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Incorporate emergyng transporation service and technology. (such as ride sharing, jitneys, private shuttles, e-bikes, etc.)
693	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Intersections with one-way streets typically require fewer signal phases and shorter cycle lenth to accommodate vehicular movements, which allow for more pedestrian friendly signal timing.
694	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	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.
695	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Not every street is appropriate for a one way to two-way convesion. Careful analysis should be done to ensure where this is most appropriate and why.
696	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Present a clear policy framework for a multi-modal transportation network building on Oakland's remarkable assets.

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	Name	Affiliation	Source	Topic	Date	Comment
697	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	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.
698	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Pursue charging a fee on surface parking lots downtown as a small incentive to encourage owner of surface lots to redevelop them into office buildings, housing and other uses
699	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Remove the Broadway off-ramp because it is superfluous and a major obstacle for walking and biking safely.
700	Robert Ogilvie	SPUR Oakland	Letter/Email	Economic Development	4/6/16	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.
701	Robert Ogilvie	SPUR Oakland	Letter/Email	Built Environment, Preservation & Housing	4/6/16	Revise the building types presented to reflect contemporary development and design practices as well as to include denser buildings.
702	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Set goals for what modes people will use to arrive and get around in Downtown Oakland
703	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	The city's new Department of Transportation's Strategic Plan Vision and priorities should be reflected in the Downtown Specific Plan. DOT should help identify funding for the many infrastructure projects currently under construction downtown.

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	Name	Affiliation	Source	Topic	Date	Comment
704	Robert Ogilvie	SPUR Oakland	Letter/Email	Other	4/6/16	The two biggest tools a city has to shape a downtown are in its land use -most notably its zoning-and in its transportation policies-most notably how it decides to allocate space on its streets. This plan should set forth a clear vision for downtown's future and effectively use these tools towards the realization of that vision. Downtown should welcome everyone, downtown should encourage a wide mix of jobs, residents, nightlife and cultural activities. Downtown should strengthen its history, culture and character as it grows. Downtown should generate taxes and investment that allow everyone to benefit from economic growth downtown. Downtown should prioritize getting around by walking, biking or taking transit for everyone, regardless of income. Finally, downtown should embrace its role as an increasingly important regional center.
705	Robert Ogilvie	SPUR Oakland	Letter/Email	Connectivity & Access	4/6/16	Transportation concepts listed in the draft report have merit, but they are presented as community feedback and not set in a clear policy framework that can guide future decisions.
706	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	<ul style="list-style-type: none"> <li>○ Aggressive mobility evaluation - compared to streetcar:</li> <li>■ Bikes, sharing economy, scooters, mobility hubs, etc.</li> </ul>
707	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	○ How can we develop better wayfinding and explanation of multi-modal options?
708	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	○ How to define complete streets? No definition provided in alternatives report. Need to refer to a network, have a street type comparison.
709	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	○ How would transit "spine" function on Broadway? How would transit and nonmotorized work together? What is the willingness for property owners to pay?
710	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	○ Position on maximum parking supply? Can we state a goal for the kind of City that we want (rather than just suggest individual projects)? Portland started with a parking cap and mode shift goals
711	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Affordability & Equity	3/23/16	○ Will there be an affordable housing requirement/anti-displacement near BART?

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	Name	Affiliation	Source	Topic	Date	Comment
712	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Affordability & Equity	3/23/16	affordable housin requirements around transit hubs?
713	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	how can we emphasize growing Capitol Corridor and service to Jack London? (build high in Jack London - with hi speed rail area will become transit hub)
714	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	how does the plan look at regional connections? (city of Alameda, Chinatown, etc.)
715	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	how to make transit more faster / reliable? (managing complete streets with transit speed)
716	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	North Bay/I-80 study in relation to Oakland Transit (Bart to Hercules?; create connectivity between transit operators; transit connections to Sacramento just as important as SF)
717	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	Parking policy/curbside management
718	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	Should downtown have a mode shift goal?
719	SPUR Transportation Policy Board Meeting	SPUR Transportation Policy Board	Meeting Notes	Connectivity & Access	3/23/16	Streetcar - cost/benefits vs. other modes; increased reliability?; unfriendly for cyclists/pedestrians; current circulator does not have direct connectsion b/w downtown to Emeryville; modern solutions may be more effective in bringing development (transit only lanes; more flexible); can a transportation management association run a a shuttle like the Emery-go-round?; how does it fit with the Countywide Transit Plan?
720	Liz Brisson	Transport Oakland		Other	1/11/16	When will alternatives report be made available for review?  Public meeting materials are hard to understand: maps, photoshopped images lack lebls, legends, and context

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	Name	Affiliation	Source	Topic	Date	Comment
721	Eli Moore	UC Berkeley Haas Institute for a Fair and Inclusive Society	Phone Call Notes	Affordability & Equity	2/3/16	<p>Make decision-making process really clear to people (time) frames, what criteria decision-making bodies will apply, how community can be involved</p> <p>Intermediary organizations (some do a better job organizing community than others)</p> <ul style="list-style-type: none"> <li>• Public Advocates, Urban Habitat, Policy Link</li> <li>• Grassroots organizations talking to people everyday</li> </ul> <ul style="list-style-type: none"> <li>o West Oakland Environment</li> <li>o Causa Justa</li> <li>o Ella Baker Center</li> </ul> <ul style="list-style-type: none"> <li>• East 12th St housing development people – have done a good job engaging technical people</li> </ul> <p>(See meeting notes for description of social equity process for Richmond Bay Specific Plan)</p>
722	Hiroko Kurihara	Uptown Arts District	email	Built Environment, Preservation & Housing	4/6/16	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
723	Hiroko Kurihara	Uptown Arts District	email	Built Environment, Preservation & Housing	4/6/16	do not agree that building on top of existing historic buildings is a way to increase residential opportunities; focus development on exterior transit corridors; existing art entities should be able to remain in the existing historic buildings and not be relocated to new development
724	Hiroko Kurihara	Uptown Arts District	email	Affordability & Equity	4/6/16	Equally important, is the ability for the existing arts entities to be able to stay within the existing historic buildings and not just be relocated to new developments.
725	Hiroko Kurihara	Uptown Arts District	email	Built Environment, Preservation & Housing	4/6/16	how were numbers between Alt 1 and Alt 2 calculated and what were the assumptions?
726	Hiroko Kurihara	Uptown Arts District	email	Built Environment, Preservation & Housing	4/6/16	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
727	Hiroko Kurihara	Uptown Arts District	email	Affordability & Equity	4/6/16	key issues of equity will be to ensure access and accountability of our city by our city
728	Hiroko Kurihara	Uptown Arts District	email		4/6/16	Letter provides boundaries for Uptown Arts District; request to include this district (as defined in letter) in the KONO district in Specific Plan.

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	Name	Affiliation	Source	Topic	Date	Comment
729	Hiroko Kurihara	Uptown Arts District	email	Built Environment, Preservation & Housing	4/6/16	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
730	Hiroko Kurihara	Uptown Arts District	email		4/6/16	Page 2.25 what does "possible addition to CBD" mean (in Broadway Valdez District area?)
731	Hiroko Kurihara	Uptown Arts District	email	Arts & Cultural Heritage	4/6/16	Page 2.26 Figure 34a: cultural assets should include the 37% of Oakland Art Murmur and other arts enterprises and institutions in the Uptown Arts District; this section should become a living document on the City's website (similar to Vancouver and other areas)
732	Hiroko Kurihara	Uptown Arts District	email	Built Environment, Preservation & Housing	4/6/16	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
733	Hiroko Kurihara	Uptown Arts District	email	Affordability & Equity	4/6/16	Planning Commission should implement a Resident Notification process (that staff was ready to introduce in October of 2015); notifications cannot simply go to the building or property owner and needs to include "current resident" for any new development proposals that have applied for a permit, perhaps utilize the 10 minute walking radius for every proposed project
734	Hiroko Kurihara	Uptown Arts District	email	Built Environment, Preservation & Housing	4/6/16	Uptown Arts District will help create a zoning overlay
735	Hiroko Kurihara	Uptown Arts District	email	Built Environment, Preservation & Housing	4/6/16	zoning: 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.
736	Vessel Gallery	Uptown Arts District	email	Built Environment, Preservation & Housing	4/5/16	As density increases - we need development/ers to consider building incrementally FOR Artists and Creative Arts Enterprises.

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	Name	Affiliation	Source	Topic	Date	Comment
737	Vessel Gallery	Uptown Arts District	email	Arts & Cultural Heritage	4/5/16	Attachment: intro to Uptown Arts district includes an overview of the Uptown Arts District boarders; description of building character; cultural and social importance; request for re-instatement of cultural arts infrastructure; describes need for policies to supplement the naming of the arts district, discusses benefits of arts district designation; provide list of "creative arts enterprises": art / maker space; art space (performance venues, museums, arts organizations; artists; galleries / co-ops; art suppliers; businesses with designated art gallery space
738	Vessel Gallery	Uptown Arts District	email	Built Environment, Preservation & Housing	4/5/16	Plan Alternatives Report seems to place us (Uptown Arts District) in KONO district (but the map shows us in UPTOWN)
739	Vessel Gallery	Uptown Arts District	email		4/5/16	Please add us to NEIGHBORHOOD GROUP MEETINGS as Uptown Arts District and please refer to us as such under section 25th Street Area Artists (page 7 of the April 6, 2016 Planning Commission staff report, case file number SP16001), Business and Residents.
740	Vessel Gallery	Uptown Arts District	email	Arts & Cultural Heritage	4/5/16	Unfortunately, the GETTING THERE: PLAN CONSIDERATIONS page 2 does not include galleries / presenters. It should. We are using term "Artists and Creative Arts Enterprises" - see in our Intro to our Resolution attached below.
741	Vessel Gallery	Uptown Arts District	email	Affordability & Equity	4/5/16	we are unsure how the DEVELOPMENT POTENTIAL alternatives were created in the Alternative 1 vs Alternative 2; the development potential reports a lot of residential, as well as commercial space so we need to make certain existing artists and creative arts enterprises (including galleries / presenters of art) are protected to remain in our district, and create a legacy plan to stabilize / keep arts in our Uptown Arts District and in Oakland
742	Vessel Gallery	Uptown Arts District	email	Built Environment, Preservation & Housing	4/5/16	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.
743	Vessel Gallery	Uptown Arts District	email	Arts & Cultural Heritage	4/5/16	working on the Uptown Arts District's resolution which reflects our asks for arts preservation policies that, when implemented, protect existing artists and creative arts enterprises in our district and ensures our continuing presence in these places. The resolution is designed to be available for similar use by other arts districts in Oakland, and we are encoring such use

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744	Junios Williams – Chief Executive Officer Bobby Stall – Program Housing Economic Development	Urban Strategies Council	Phone Call Notes	Affordability & Equity	11/6/15	Effective short term strategies / long term strategies about displacement <ul style="list-style-type: none"> <li>• Concrete evidence 2-3 things that seem to stem the tide in short term</li> <li>• How to incorporate into city policy</li> <li>• If you have ideas that have worked, lets get those out there</li> <li>• Steve King – Portland / other cities around</li> <li>• Strategies of bringing people back</li> <li>• Priority to people who were displaced to come back to City Of Oakland</li> </ul>
745	Junios Williams – Chief Executive Officer Bobby Stall – Program Housing Economic Development	Urban Strategies Council	Phone Call Notes	Affordability & Equity	11/6/15	Equitable Economic Development Strategies <ul style="list-style-type: none"> <li>• EB EDA first economic development report</li> <li>• Income lag <input type="checkbox"/> part of problem analysis is i</li> <li>• Med/manufacturing –we will attract in those opportunity zones and train workforce <input type="checkbox"/> consumer</li> <li>• Clean tech. They have demand</li> <li>o Not enough for Oaklanders</li> <li>o Where is engine to get Oaklanders trained and in jobs</li> <li>• Target construction and ICT IT support (credential certificate)</li> <li>• More prominent discussion about income and employment opportunities</li> </ul>
746	Junios Williams – Chief Executive Officer Bobby Stall – Program Housing Economic Development	Urban Strategies Council	Phone Call Notes	Affordability & Equity	11/6/15	Figure out a way to engage base groups with constituents most affected by policy decisions <ul style="list-style-type: none"> <li>• ACCE</li> <li>• OCO</li> <li>• Just Cause</li> <li>• Black Lives Matter</li> <li>• EBASE</li> </ul>

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
747	Junios Williams – Chief Executive Officer Bobby Stall – Program Housing Economic Development	Urban Strategies Council	Phone Call Notes	Affordability & Equity	11/6/15	Guiding principals and values <ul style="list-style-type: none"> <li>• Value Statement <ul style="list-style-type: none"> <li>o That this process cares about the people that suffered through all these periods of disinvestment</li> <li>o Sweat equity for staying and we owe something to them and their children</li> </ul> </li> <li>• Policies align with values</li> </ul>
748	Junios Williams – Chief Executive Officer Bobby Stall – Program Housing Economic Development	Urban Strategies Council	Phone Call Notes	Affordability & Equity	11/6/15	Input and insights into how the plan addresses equity issues <ul style="list-style-type: none"> <li>• Recognize differences</li> <li>• Different populations require different approaches</li> <li>• Emerging Movements (such as “#” and facebook groups)</li> </ul>
749	Robyn Hodges	West Oakland Community Advisory Group Representative	email	Affordability & Equity	3/17/16	Additional sources: Websites for Place Based Social Development Plan ( <a href="http://www.toronto.ca/revitalization/regent_park/pdf/rpsdp_executivesummaryfinal_sept172007.pdf">http://www.toronto.ca/revitalization/regent_park/pdf/rpsdp_executivesummaryfinal_sept172007.pdf</a> ) NUMBER 2: Here’s a fantastic Green for All worker project underway in Newark, New Jersey that is reflective of 7th street, area 2 of the specific plan. The link is <a href="http://www.greenforall.org/resources/newark-neighborhood-revitalization-effort-trains">http://www.greenforall.org/resources/newark-neighborhood-revitalization-effort-trains</a> . NUMBER THREE: This is from Atlanta and it addresses foreclosures and strategies to deal with the crisis. West Oakland and East Oakland are the most impacted zip codes in Oakland so this is helpful to us. The link is <a href="http://www.andpi.org/">http://www.andpi.org/</a>

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	Name	Affiliation	Source	Topic	Date	Comment
750	Robyn Hodges	West Oakland Community Advisory Group Representative	email	Affordability & Equity	3/17/16	<p>encourages a "place-based" approach that requires a clear distinction between equity and efficiency as the area continues to experience varied levels of demographic, racial, cultural and social change.</p> <p>In the new paradigm of regional policy (or place-based development policy), where space-aware policy interventions are aimed at improving opportunities and changing economic institutions, a distinction is called for between the two objectives of these enhanced opportunities:</p> <p>The efficiency objectives, i.e. achieving a fuller utilization of economic potential of all places</p> <p>The equity objectives, i.e. achieving socially acceptable standard of living and reducing disparities, independently of where people live.  source: <a href="http://www.oecd.org/dataoecd/41/37/44305783.pdf">http://www.oecd.org/dataoecd/41/37/44305783.pdf</a></p>
751	Robyn Hodges	West Oakland Community Advisory Group Representative	email	Affordability & Equity	3/17/16	model of a "West Oakland Revitalization Fellows Program provided based on this example: <a href="http://wayne.edu/detroitfellows/program.php">http://wayne.edu/detroitfellows/program.php</a>
752	Anonymous	Work in Progress Presentation Exit Survey Concern		Arts & Cultural Heritage	10/28/15	Supports none of the presented ideas. Everything they showed just makes us look like SF and they have obviously failed. The reason people like the rendering of 14th Street that looks funkiest is because Oakland likes its funk!
753	Anonymous	Work in Progress Presentation Exit Survey Concern		Affordability & Equity	10/28/15	The 980 idea is absurd & provides a way for gentrification to more easily spread to West Oakland. What if you used that \$ to uplift & empower North, West, and East Oakland?
754	Anonymous	Work in Progress Presentation Exit Survey Ideas		Arts & Cultural Heritage	10/28/15	27th St & Broadway. Former restaurant-use should be used for community theater discussion space and café. (close to 4 senior living communities)
755	Anonymous	Work in Progress Presentation Exit Survey Support		Connectivity & Access	10/28/15	DO NOT like San Pablo shared space, as pedestrian I do not want to share my space with cars
756	Anonymous	Work in Progress Presentation Exit Survey Support		Built Environment, Preservation & Housing	10/28/15	Make it easier for small developers to build densely on small parcels
757	Anonymous Commentator at Work-in-progress presentation	Work-in progress presentation		Open Space & Recreation	10/28/15	Active uses are always forgotten

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758	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Affordability & Equity	3/3/16	Affordability: organizations Downtown are getting squeezed out of their rent. That will impede Downtown being youth-friendly. Downtown feels like an adult space primarily (Uber, larger corporations). Rent control? Improving rent control?
759	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Arts & Cultural Heritage	3/3/16	Art is powerful in being able to resist oppression and liberate individuals; statues tend to be of people who are part of the colonizing process. Youth need to be able to look at other people, particularly people of color, as monumental and historic.
760	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting		3/3/16	At Juvenile Hall, everyone comes and plays on the courts – when the numbers are low, and not coming together, then they don’t know each other, and it becomes territorial, and it turns into violence. Need to have more things like the youth playing basketball games with the police. The police need to be humble too. Hotspots where people have money lead to robberies. Give kids free stuff – Warriors tickets, events for kids doing well at school. Used to have competitions with prizes (like warriors tickets for schools with the best attendance). We need events where the police come and interact with people, rather than surveilling. Occupy area (Frank Ogawa Plaza) is a great place to have events.
761	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Affordability & Equity	3/3/16	Demographics: In order for youth to feel empowered and welcome, it’s useful for young people to see and know the young people who were able to do that before them. Acknowledgement of other movements led by young people (Black Panthers, for example – free breakfast, things the City was not doing). Youth need to see the possibilities in terms of shaping Oakland. Museum corner? Education for youth about movements.
762	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Open Space & Recreation	3/3/16	Downtown – there’s a lot of space for congregation, but we need ongoing events that bring people together. 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.

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763	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Economic Development	3/3/16	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. 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.
764	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Open Space & Recreation	3/3/16	Downtown needs space for events like community gathering spaces to build relationships between business owners, people who work here, live here.
765	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Built Environment, Preservation & Housing	3/3/16	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.
766	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Affordability & Equity	3/3/16	Most businesses make kids feel like they’re not welcome. Kelly (attendee) had the only store that was open to the kids, and the parents knew the owners and knew their kids were there and safe, but she closed the business because rent was exorbitant. OSA students are familiar with Downtown, but don’t feel welcome or supported by community. Fat Cat Café is the only business welcoming to youth (she knows everybody!)
767	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting		3/3/16	Need a store with technology where kids could share their ideas. Kids have great ideas, and adults aren’t tapping into them – like for drones and other technology. Parents and kids should both be involved together. Have to make an actual place to get people in one spot for programming, recreation (basketball).
768	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Affordability & Equity	3/3/16	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.
769	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Affordability & Equity	3/3/16	Need to make the youth feel like they’re engaged and part of the community. They loiter at Snow Park because they don’t feel like they belong anywhere else. They need internship opportunities, job opportunities. There’s a disconnect between what’s here and what kids feel connected with. How do kids even know what’s available? What they can and can’t do? How do they get the information? Youth need to find out about opportunities – internships, jobs, community service hours, grassroots efforts.

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	Name	Affiliation	Source	Topic	Date	Comment
770	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Economic Development	3/3/16	OSA – a lot of 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.
771	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Affordability & Equity	3/3/16	People are living further and further away from Civicops – close to 50% of students are homeless. We need places for them to live and play. People need to live here, not just have everyone leave at 5pm. Students should be able to access housing, services, services for children, places to play, soccer field. Worried about Oakland becoming a place for single, younger, one-bedroom-apartment people. We need options for home ownership – affordable condos. Some foster youth have never had a home or a room to call their own. Many of them live in Antioch, etc. and have to come in long distance for services, education. Transportation is challenging. Why can’t they just live here in the Downtown? When students do work, they’re making minimum wage.
772	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Arts & Cultural Heritage	3/3/16	People are moving here who are different – we don’t need to change Downtown for them, the people coming in need to learn about what’s here. Show people the history and culture of Oakland. How do we encourage people who live Downtown to go out into the rest of the community and see the culture out in the rest of Oakland? We want everyone to feel comfortable to go to all the neighborhoods. Yet East Oakland has blight, prostitution, is a food desert, stores get robbed – it needs something that would make people want to go there. Or bring the rest of the community to Downtown, and then branch out from there.
773	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Economic Development	3/3/16	Restaurants Downtown are expensive ([kids get two meals, and it’s their whole allowance for the week!). No places that sell affordable food (including breakfast) for kids. The only food the youth can afford here is fast food and liquor/convenience stores, which mimics what’s in their own neighborhoods. People hang around the lake area because there’s more affordability there (near Grand, Ahn’s and back, the yogurt place). There are always people walking around there, and there’s always something to do (including people giving away free food). There’s nothing Downtown. There used to be dancing, Barnes and Noble to hang out in, you could get hot chocolate – there was a large floorplate and kids could look at books/magazines (without spending money).

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	Name	Affiliation	Source	Topic	Date	Comment
774	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Arts & Cultural Heritage	3/3/16	There used to be exposure to different things (culture, space to draw and embrace openness). There was always something to do – down Broadway to Jack London, but now people are afraid to come outside. Need to build a culture of exposure and openness, greeting other people. It's all about relationships, building rapport with businesses, young people, nonprofits; creating relationships with the youth, bridging generational gaps. We need to transmit Oakland knowledge from long-time Oaklanders to the new people.
775	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Arts & Cultural Heritage	3/3/16	Walking Oakland is totally different – you have to know what you do and what you DON'T do; learn the culture. People (particularly well-known ones) who leave Oakland should come back and give back to Oakland. If we want the culture to keep its roots, we have to be able to accept someone else's story that's not like our own. People who are from Oakland have responsibility to show new people/outsideers the culture.
776	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Arts & Cultural Heritage	3/3/16	We need venues and activities for integration; everyone coming together. More community-building. Community, relationship, networking, elevate, uplift, encourage. Why aren't there more trips Downtown to see that Downtown is a good place to be? There used to be a lot of field trips. Downtown is an older person's place. There's nowhere for kids to hang out in the day or at night to hang out together and take trips Downtown together. It's not just going to be from one side – everyone has to come together. Everyone has to be included in the process.
777	Youth Service Provider	Youth Service Providers	2016-03-03 Meeting	Affordability & Equity	3/3/16	Youth need to be part of the planning process. Consider establishing a project youth leadership group (similar to the Plan Downtown Community Advisory Group). The people who are speaking to them and leading them at events like the Youth Summit need to look like them.
778	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	[I don't feel welcome Downtown] at Taco Bell
779	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	[I don't feel welcome Downtown] because the people here are all proper and professional. And, they're all older people
780	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	[I feel ] kinda [welcome] , since one of my program is at Downtown.
781	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	A community garden would make me feel welcome
782	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	A movie theater would make me feel welcome
783	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Affordable communities: affordable housing, stores, cafes, places to eat, etc.

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
784	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	Alliances with mentors for youth
785	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	At night, some places have not enough lighting
786	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	BART 24 hours
787	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	Benches and a bike lane would make me feel welcome
788	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	Bike lanes would make me feel welcome
789	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	Bike programs would make me feel welcome
790	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	Bike shares for youth
791	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	Build better relationships with police and community. As well as local businesses
792	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Built Environment, Preservation & Housing	3/16/16	Charging stations
793	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Civil corps
794	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Public Health	3/16/16	Clean, drinkable water
795	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	Downtown could be more equitable and inclusive by providing more free music events.
796	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	Downtown could be more equitable and inclusive if it had urban gardens that are community based
797	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Public Health	3/16/16	Drug rehab centers
798	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	Free shuttles/free busing services for youth
799	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	Free Wi-Fi Downtown
800	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Built Environment, Preservation & Housing	3/16/16	Get cleaner streets to make it more attractive to people who usually don't come to Oakland
801	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Get more shelter homes for homeless people that cannot afford housing. Also, include jobs in maybe the same building for the people.

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
802	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	Hangout spots for youth
803	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	Have a cleanup crew around the lake
804	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Have a homeless center where they can go anytime of the day and keep them off the streets.
805	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Have a teen working at City Hall
806	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	Have more lights to lighten up streets
807	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	Have more youth programs that interact with the community
808	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Have youth boards for city planning
809	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Help gain resources for homeless
810	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	I come to the ice rink with my family, but at the same time [I feel] more [welcome in] East Oakland because it has more places we can go to eat and hang out with family members or friends
811	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	I don't feel welcomed [Downtown]. I feel welcomed at school and at home
812	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	I feel like Downtown is people friendly but if you don't have money to do things or have business then there is nothing to do
813	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	I feel welcome in Redwood Park
814	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	I feel welcomed [Downtown] when I have business to take care of. But there are not many teen friendly places.
815	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Built Environment, Preservation & Housing	3/16/16	I feel welcomed Downtown at night because it looks better with the lights on at night. During the day, it is usually very cold.
816	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	I feel welcomed Downtown if I have \$\$\$ to spend at restaurants
817	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	I feel welcomed in East Oakland
818	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	I feel welcomed only at restaurants / places with people that look like me. Some are too expensive and have different crowds.
819	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	I have no reason to go Downtown.
820	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	I personally do not feel welcomed as a Latino. I am a minority.

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	Name	Affiliation	Source	Topic	Date	Comment
821	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	I think [Downtown] could do a better job to welcome people, it's very pretty but I don't live near by
822	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	In some areas [I don't feel welcome] such as 7-Eleven in front of Whole Food are racist but some places I do.
823	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	Improve safety (bike lanes, better lights)
824	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	It's scary to bike
825	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Job and paid internship opportunities for youth
826	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Jobs
827	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Keep people of color in Downtown
828	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	Less police!
829	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	Less police; stop police violence; stop policing youth of color
830	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Mall
831	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	More activities would make me feel welcome
832	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	More colorful shops/food stands
833	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	More green space
834	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	More internships in local businesses and city political offices (at every site, for high school students)
835	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	More light at night
836	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	More rooftop gardens
837	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	More safety patrol people (even in BART)
838	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Built Environment, Preservation & Housing	3/16/16	More welcome=improved walkability, more trees, more art, more curves! Straight roads=boring.
839	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Arts & Cultural Heritage	3/16/16	Multi-cultural food fairs/food trucks

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
840	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	Needs more things to do; boring; no life
841	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	Not a lot of activities for youth, focused more on business
842	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Built Environment, Preservation & Housing	3/16/16	Obey public land development laws (ex. E 12th St.)
843	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Connectivity & Access	3/16/16	Parking is bad out here
844	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	Parklets
845	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Put more youth on decision-making bodies/have kids be more in charge of serious things
846	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Environmental Sustainability	3/16/16	Reduce pollution (use feet - encourage walking, more public transportation, more green, solar panels)
847	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Regardless what we say y'all are going to do what you want!
848	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	Services for youth including support groups, childcare, medical and dental care, youth "sex ed," educational programs, tutoring, teen youth center, legal services, more youth-led programs, career tech education, programs to understand what to do to go to college, and youth activities like basketball, football & games
849	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Shelters
850	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Open Space & Recreation	3/16/16	Skate park, bigger park spaces, exercise stations around the lake, games for kids, food, all races, family-friendly parks, street festival for people to come and get distracted and walk around Oakland to see what's the festival about
851	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Small business funding for youth ages 18-26
852	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Built Environment, Preservation & Housing	3/16/16	Stop gentrification
853	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Affordability & Equity	3/16/16	Strong policy for affordable housing
854	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Tax corporations and redistribute to people who need it
856	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	There are people yelling Downtown

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
857	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Safety	3/16/16	Well-lit areas
858	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Yes, I feel welcome. I hang out by the center of Downtown where all the stores are.
859	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Other	3/16/16	Youth center
860	Youth Participant	Youth Summit	2016-03-16 Youth Summit	Economic Development	3/16/16	Youth-friendly stores and food options
861			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	#KeepOaklandCreative
862			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	[Idea:] Jack London BART Station [at Jack London Square Entertainment Area]
863			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	1-2 lane one way streets are actually more walkable, because you only have to worry about cars in one direction
864			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	24/7 consistent access to public space allocated towards cultural arts/ youth engagement in arts, music
865			2/1 Malonga Public Workshop Board Comments	Other	2/1/16	A new anchor / main branch library is sadly needed.
866			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Acquire Schilling Garden and add it to Snow Park
867			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Activate areas west of [San Pablo Ave] with 2 way streets!
868			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Add maker spaces
869			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Affordable retail for independent business
870			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Arts districts aid economic development. Make arts preserves to encourage economic development around their edges. Add retail to Broadway downtown.
871			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Assistance to small businesses to become property owners, either singly or in co-ops, of the spaces they now rent. +1

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	Name	Affiliation	Source	Topic	Date	Comment
872			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	BART station at Jack London
873			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	BART stop in Jack London
874			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	BART to and from Vallejo, Fairfield
875			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Better paved streets are much more comfortable to bike on separated bike lanes
876			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Better public transportation from Uptown / Upper Telegraph to Jack London streetcars – reduce parking lanes – wider sidewalks dedicated rows for streetcar
877			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Better signage for parking availability / signage
878			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Better transit stops / shelters
879			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Black Arts Movement and Business District (BAMBD) priorities are affordable housing
880			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Bringing back the Arts (& Culture) Commission!!
881			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	BRT
882			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Build around historic buildings to focus on them, not to take attention away with modern minimalist blocks. Oakland has character because of historic buildings.
883			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Build arts center NOT ball fields/stadiums!!!
884			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Build housing people who earn minimum wage to working class wages can afford. Keep units at rent-controlled rates where they were at 10 years ago. This is what working folks can afford.
885			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Build more housing at all income levels, all housing is affordable at a market clearing price.

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	Name	Affiliation	Source	Topic	Date	Comment
886			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Build more housing!
887			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Build up to preserve open space
888			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Bus + bike lanes (protected!) to prioritize non-auto access. Complete pedestrian safety analysis to identify priority locations for safety improvement.
889			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Buy Schilling Garden and add to Snow Park open space.
890			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Concern with residual economic impact of high density on Telegraph...will spill over and drive up rents on contiguous blocks
891			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Connect the bike lanes for a low stress route from North Oakland to Downtown to West Oakland to Emeryville
892			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Connect to the waterfront!
893			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Countdown timers on all streets
894			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Create continuous retail and business destinations along key streets
895			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Create mixed income housing developments – same building
896			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Create retail destinations, encourage contiguous development on the same block
897			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Daylight creeks (Temescal) and turn them into natural areas / greenbelts

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	Name	Affiliation	Source	Topic	Date	Comment
898			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Designate locations for subsidized housing. Revisit the idea of public housing. NY has some good case studies.
899			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Designate more Arts Districts
900			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Designate self-help/self-build homestead districts on vacant lands
901			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Develop arts/ culture in the Malonga and other venues. Create meaningful partnerships with artists as contributors to the beautification and economic life of a city.
902			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Disappointed that there was no discussion of retail, how that should be interwoven in the plan and support for needs of small and medium sized businesses
903			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Do not downzone – maximize potential for housing and identify new and creative affordable housing funding mechanisms. Requirements for developers to build expensive parking reduce affordability – eliminate requirements downtown.
904			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Don't Libby Schaaf Oakland
905			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Dutch style intersections for high cycling traffic corridors
906			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Emphasis on initial enhancement [at 18th St at MLK Jr Way]
907			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Encourage mixed use development throughout downtown; ground level retail with office and housing above
908			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Encourage more than just bars and restaurants
909			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Encourage use of gray water systems
910			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Ensure a good street-level experience with off-street parking, i.e., not like 21st St.

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	Name	Affiliation	Source	Topic	Date	Comment
911			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Family-oriented spaces
912			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Food warehouse feeder for underserved neighborhoods
913			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Get rid of 1 ways in Chinatown especially 10th St
914			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Greenway from Lake Merritt to Broadway e.g. Along 20th
915			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Hard for cyclist going straight through Harrison [at Grand Ave]
916			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Harrison needs to be more pedestrian and bike lanes
917			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	HAWK
918			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Historic Preservation + Re-use of vacant buildings
919			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	How is building USE considered as a part of the Downtown Plan?
920			2/1 Malonga Public Workshop Board Comments	Other	2/1/16	Human Rights Training for Youth
921			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	I agree current library front is not welcoming or attractive
922			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	I agree: strengthen and enforce what we have, strengthen then make rent board do its job
923			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	I disagree, I like the current main library!

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	Name	Affiliation	Source	Topic	Date	Comment
924			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Incentivize green roofs
925			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Include deeply affordable housing as part of addressing homeless encampments and homes for seniors, disabled and people with mental + behavioral issues.
926			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Include Pardee Home @ 12th / Castro
927			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Include Youth and Teen entertainment areas Arts & Recreation districts
928			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Increase allowable height and density around downtown 12th St and Uptown 19th St BART Stations
929			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Increase off-street parking to reclaim street space for biking / dining / walking / landscaping and reduce traffic!
930			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Institute TDRs for historic preservation and affordable housing
931			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Interconnected green spaces for commuting by bike/foot and recreation
932			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Is demising existing buildings being encouraged?
933			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Jefferson Park kids play area = homeless camp
934			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Keep Art Murmur District in old buildings.
935			2/1 Malonga Public Workshop Board Comments	Public Health	2/1/16	Left unaddressed, it will impact the attractive buildings and walkways sadly displaying on disenfranchised and distinctive citizens. They need to be remembered in any plans - the space will be impacted with or without such plans.

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	Name	Affiliation	Source	Topic	Date	Comment
936			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Less parking!
937			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Less pavement = lower maintenance costs
938			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Levy 25% low-income housing requirements like most cities are doing!!! 10,000 units Jerry Brown said is not for low to medium income.
939			2/1 Malonga Public Workshop Board Comments	Safety	2/1/16	Lit
940			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Love bike lanes & fewer cars in Downtown...but need more parking on outskirts – not everyone can ride a bike. What about older folks who need to drive to the Downtown and at Lake Merritt –need to retain parking options!! Otherwise we'll end up driving to the burbs.
941			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Love the repurpose of I-980. Surface streets!
942			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Low cost ground floor space
943			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Low-income mortgage assistance
944			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Maintain, repair and grow the Malonga Center! Way underground if possible- we're desperate for parking.
945			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Make 15th [Street] 2 way
946			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Make abandoned lots affordable for citizens
947			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	More 2 way streets please!
948			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	More and safer crosswalks

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	Name	Affiliation	Source	Topic	Date	Comment
949			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	More benches
950			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	More micro units
951			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	More parking
952			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	More parking!!! What about parents with children and drop-off? What about handicap? Build an underground garage!!!
953			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	More pedestrian benches to sit. +1
954			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	More Phoenix Commons for elders
955			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	More public gardens
956			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	More street festivals and the like to encourage stopping
957			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Move to Tulsa or El Paso if that desperate for parking!
958			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	My rent in KONO has gone up 30% in just 2 years.
959			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Need policies to restrict greedy landlord from raising astronomical rents on residents & businesses, for not renewing leases on no legitimate basis.
960			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	No more street parking! Underground if necessary!
961			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	No more street parking. Underground only!
962			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	No Uber.

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	Name	Affiliation	Source	Topic	Date	Comment
963			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Not just parks, all over the city
964			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Open up streets under I-880 to waterfront especially Franklin Street
965			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Opportunity to include existing island to landscaping. [Commentator is referring to the pedestrian island at the Southeast corner of Harrison St at Grand Ave. Commentator suggests that the dedicated turn area for vehicle traffic be eliminated and integrated into the open space at Lake Merritt.]
966			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Ownership model for housing beyond single family houses, like NYC co-ops
967			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Ownerships + collective ownership e.g. 14th St BAMBD
968			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Park
969			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Parking
970			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Parking management
971			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Parking maximums
972			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Parking!
973			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Parks and green spaces for young families
974			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Planning is great. We need an immediate halt to rent increase & evictions as well as development until we have a complete Race + Equity Plan – put your actions where your heart claims to be!
975			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Playgrounds!

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	Name	Affiliation	Source	Topic	Date	Comment
976			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Plaza at 19th St and Telegraph
977			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Please no parking!
978			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Please pass a meaningful impact fee by July 1! City-wide 25K fee.
979			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Preserve available parking for small business
980			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Preserve Black working class culture support + Black Arts Movement and Oakland Cultural Heritage
981			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Preserve Garage District (223-26th Streets)
982			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Preserve historic architecture in Garage District especially.
984			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Preserve Produce Market!
985			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Preserve Souley Vegan Building, our oldest commercial building in Oakland.
986			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Preserving historic smaller buildings and still increasing density
987			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Prioritize transit over parking
988			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Promote Jobs in Oakland by hosting job fairs
989			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Protect SRO housing as affordable units

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	Name	Affiliation	Source	Topic	Date	Comment
990			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Public garden to educate anyone who wants to learn about sustainability ecological responsibility
991			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Put a lid on how much rent landlords can charge!!
992			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Reliable bus movement + quality bus stops
993			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Rent control on all new rental construction 6 units or more
994			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Require more 2+3 bedroom units near major transit stops
995			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Restore Biff's
996			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Restore Biff's
997			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Revisit archaic parking requirements for new development
998			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Save Malonga Casquelourd Center! Keep DIVERSITY ALIVE in Oakland!
999			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Save Oakland Art Murmur Galleries!!
1001			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Save the #SoulofOakland!
1002			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Sea level rise: convert unused waterfront spaces to wetlands
1003			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	See Lakeside Produce & the Burrito Shop ( on Lakeshore next to Trader Joe's on Grand Lake)

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	Name	Affiliation	Source	Topic	Date	Comment
1004			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Space for people, not cars.
1005			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Spaces that encourage diversity and don't call for policing
1006			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Spread the word about the Mills Act.
1007			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Stop pretending all of this not guided and steeped in racism and white supremacy
1008			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Stronger rent control!
1009			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Support "co-living" development plans
1010			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Sustainability includes adaptive reuse of historic buildings
1011			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Sustainability includes social justice
1012			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Tax incentives for small businesses
1013			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	The "Walkability" efforts + greening via trees of city streets
1014			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	There needs to be more lighting on side streets. It is dark in some areas walking to BART.
1015			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	This is an illusion of inclusion. Racism has already decided.
1016			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Throw a bone 14th St
1017			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Transfer tax on all property sales deposited into affordable housing fund

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	Name	Affiliation	Source	Topic	Date	Comment
1018			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Transit priority streets
1019			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Transportation. Streets & Freeways to minimize traffic jams. Allow better Downtown parking.
1020			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Turn parking into parks or parking lots covered with parks
1021			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	Underground I-880 especially between Downtown and Jack London
1022			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	Versatile performance spaces
1023			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	Way less parking please!
1024			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	We are in CRISIS mode here! We need every last developer to promise a percentage of whatever they are building to be affordable housing. Grocery store? 10 units on top. Clothing? Fine. 10 units on top. Etc.!!
1025			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	We don't want sharecropper relationships
1026			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	We need a new Main Library. Please consider this in your planning as the new main library needs public transit access. By definition needs to be somewhere downtown to allow access by everyone. –Susanne Parkins OLAC Commissioner
1027			2/1 Malonga Public Workshop Board Comments	Public Health	2/1/16	What about the mental health issues that have often left untreated patients in the streets?
1028			2/1 Malonga Public Workshop Board Comments	Public Health	2/1/16	What is the plan for the hundreds of homeless population on our streets?
1029			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	What is vision for the Malonga Center? 2 major developments going up across the street and construction will limit accessibility. Not enough parking for arts patrons
1030			2/1 Malonga Public Workshop Board Comments	Open Space & Recreation	2/1/16	What will happen with the big hole @ 13th & Jefferson?

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	Name	Affiliation	Source	Topic	Date	Comment
1031			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Where are the loans for small businesses?
1032			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Who cares about these ideas unless we can act on them?
1033			2/1 Malonga Public Workshop Board Comments	Built Environment, Preservation & Housing	2/1/16	Why is the Historic Neighborhoods do folusive in these presentations?
1034			2/1 Malonga Public Workshop Board Comments	Environmental Sustainability	2/1/16	Why is there turf in front of the Kaiser Center? That shouldn't be allowed.
1035			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	WPA-like jobs to rebuild parks, streetscapes, building restorations
1036			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	<a href="http://www.opendoor.io">www.opendoor.io</a>
1037			2/1 Malonga Public Workshop Board Comments	Affordability & Equity	2/1/16	Yes!! Affordable for the neighborhood you're building in- using regional / citywide median income % skews "affordable" up to levels working class families can't afford
1038			2/1 Malonga Public Workshop Board Comments	Economic Development	2/1/16	Yes, retail in the few edges of the downtown
1039			2/1 Malonga Public Workshop Board Comments	Arts & Cultural Heritage	2/1/16	You know this is a historic structure + asset [at the Northeast corner of Harrison St at Grand Ave] – the Oakland Veterans Memorial Building: senior services, Brazilian martial arts, tai chi, hangout + public access to lake views for all!
1040			2/1 Malonga Public Workshop Board Comments	Connectivity & Access	2/1/16	You should not have to push the walk button to able to cross the street
1041			Art Murmur Stakeholder Mtg	Other	12/16/15	Youth Engagement: Make sure to understand, analyze parent's income of the youth being engaged
1042			Black Culture Keepers Stake	Economic Development	12/7/15	Economic Empowerment Zone
1043			BPAC mtg notes	Built Environment, Preservation & Housing	3/17/16	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?

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	Name	Affiliation	Source	Topic	Date	Comment
1044			BPAC mtg notes	Built Environment, Preservation & Housing	3/17/16	Commissioner likes the focus on increased pedestrian space – what about expanding minimum sidewalk requirements? Particularly as it relates to sidewalk cafes. Easier and cheaper to get a sidewalk café than a parklet, so people end up taking over pedestrian spaces. SF has a really great sidewalk café ordinance.
1045			BPAC mtg notes	Built Environment, Preservation & Housing	3/17/16	Commissioner likes the I-980 proposal.
1046			BPAC mtg notes	Connectivity & Access	3/17/16	Concerned about “complete streets” as they were depicted – Grand, 24th, etc. mentioned as slow streets, but didn’t see any transit-specific infrastructure, there were also streets depicting shared streets – but finds that the cycling speed is about the speed of a fast AC transit, and therefore often impede or are impeded by buses – need bus/bicycle separation; where are dedicated transit lanes?
1047			BPAC mtg notes	Connectivity & Access	3/17/16	Have Broadway be the spine for highlighting alternative modes. Prioritize them. Parking should be the lowest use on Broadway (loading and unloading only).
1048			BPAC mtg notes	Connectivity & Access	3/17/16	How does the Plan interface with Downtown Circulation Study? – setting up detailed/specific typologies. Need to clarify that it has been rolled into the Downtown Specific Plan.
1049			BPAC mtg notes	Connectivity & Access	3/17/16	I-980 Boulevard with park feature in median – looks appealing, but for users in the middle, it’s not so nice. Becomes an isolated island. Keep vehicle traveling together and allow for a more contiguous park space. (multiple people agreed). Examples: Mandela Parkway doesn’t work, SF’s Panhandle does work.
1050			BPAC mtg notes	Connectivity & Access	3/17/16	Is signal timing being looked at? It’s currently pretty dysfunctional in many parts of Downtown. Bike routes should have bike-preferential signal timing.
1051			BPAC mtg notes	Connectivity & Access	3/17/16	Kiss and ride concept at transit hubs (Downtown BART stations) – even more important where there are more senior areas where there has to be door-to-door dropoff. Plan for increased seniors.
1052			BPAC mtg notes	Connectivity & Access	3/17/16	Lots of freight and loading issues (particularly in Chinatown) – address with both management and enforcement.
1053			BPAC mtg notes	Connectivity & Access	3/17/16	Soon there will be buses along the Broadway BRT
1054			BPAC mtg notes	Connectivity & Access	3/17/16	Streetcar study

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	Name	Affiliation	Source	Topic	Date	Comment
1055			BPAC mtg notes	Connectivity & Access	3/17/16	Streetcars – ACE Riders for Transit Justice – have been to some of the events where people had input on streetcar – East Oakland members are opposed to streetcar Downtown. Issues are: expense, streetcar is less flexible, doesn't serve the greater Oakland – issue of equity – is it going to be built in other parts of the city? Other neighborhoods feel like all the focus and money is coming down here. Community at large should have a larger say in it, not just Downtown.
1056			BPAC mtg notes	Connectivity & Access	3/17/16	With high amount of transit vehicles, plus bikes, then with Telegraph improvements, there should be more street amenities (benches, etc.).
1057			CAG Mtg	Affordability & Equity	2/2/16	CAG needs education tools (PowerPoint slides for density / parking innovations) for discussing the proposals with their respective members
1058			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Community benefits plan – Social equity strategy <ul style="list-style-type: none"> <li>• Non-negotiable</li> <li>• have to be at the core of the plan</li> </ul>
1059			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Defined benefits (density and bonuses) in implementation program – need numbers
1060			CAG Mtg	Other	2/2/16	Feb. 1 Malonga mtg feedback: need a timekeeper at community meetings; Capacity issue (doors were closed because 300 max occupancy reached); Some participants didn't want to hear about city initiatives; Send link to CAG: PowerPoint, want to see PowerPoint online
1061			CAG Mtg	Other	2/2/16	Hard to see the maps showing anticipated development and alternatives (the shades of yellow/orange are too similar) more contrast in color needed
1062			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	History of land banking (owners) due to unrealistic expectations caused by over zoning – over zoning causing problems + demolition by neglect
1063			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Howard Terminal – cannot be residential due to state law. Do not want another office park

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	Name	Affiliation	Source	Topic	Date	Comment
1064			CAG Mtg	Connectivity & Access	2/2/16	Howard Terminal – cannot be residential due to state law. Do not want another office park Ballpark Examples: <ul style="list-style-type: none"> <li>• Mission Bay</li> <li>• San Diego</li> <li>• Fenway Park</li> <li>• Wrigleyville</li> </ul> Speculation is driving up costs already – when we make these public, it justifies raising people’s rents and kicking them out Streamlined language Waterfront highlight in all presentations
1065			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Jack London District: <ul style="list-style-type: none"> <li>• PG&amp;E site – identified as underutilized</li> <li>• #1 issue – railroad tracks in Jack London</li> <li>• Trucks, light industrial – jobs, maker spaces, recording studios, small businesses. Concerned about space for light industry.</li> <li>• Don’t want to be the next Walnut Creek, San Jose or San Leandro</li> <li>• Want new industrial space</li> <li>• Low-rise industrial buildings West of Broadway</li> <li>• Work-live okay, no live-work</li> <li>• Custom manufacturing – don’t always default to retail on 1st floor</li> <li>• We do not need more retail space. Focus it where we’ve got it</li> <li>• Preserve manufacturing space</li> </ul> Concern about lack of light industrial space in the plan Must see clear intention about commercial / light industrial <ul style="list-style-type: none"> <li>• Custom manufacturing on the ground floor</li> <li>• Over saturation with retail ground floor where we already allow it/focus it</li> </ul> The neighborhood is so impacted by freeway
1066			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	KONO: 25th St. Area <ul style="list-style-type: none"> <li>• Red outline – implies something</li> </ul>

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	Name	Affiliation	Source	Topic	Date	Comment
1067			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Lake Merritt Office District <ul style="list-style-type: none"> <li>• No pier on lake</li> <li>• Measure DD improvements</li> <li>• Already plan for the park that has been thought out</li> <li>• Show a future phase that enhances the green and removes pavement</li> <li>• Taller height at Lake Merritt Office District</li> <li>• Are these 20,000 square feet?</li> <li>• Show section near Lake</li> </ul>
1068			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Mitigating impacts is not a benefit – you are required to do that
1069			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	More information about why we feel the need to limit development to existing buildings? We are not locked in. Visit Vancouver.
1070			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Need alternatives that achieves ABAG numbers for Downtown without Howard Terminal and I-980 <ul style="list-style-type: none"> <li>• Need community benefits; density bonus</li> </ul>
1071			CAG Mtg	Connectivity & Access	2/2/16	People like getting rid of I-880 too
1072			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Provide list of questions for future meetings
1073			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Show more development closer to BART <ul style="list-style-type: none"> <li>• Why limit to the current height? Maximize.</li> <li>• Show proposed Kaiser Towers</li> </ul>
1074			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Step down towards lake and Jack London
1075			CAG Mtg	Affordability & Equity	2/2/16	Step the buildings down to the waterfronts – section through the site (show with Legos)

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	Name	Affiliation	Source	Topic	Date	Comment
1076			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	There still is recognition that growth will help the city – we need it <ul style="list-style-type: none"> <li>• It's the fuel you need in the tank to drive these improvements / benefits</li> <li>• Impact fees – need infrastructure or there's nothing to build on top of</li> </ul>
1077			CAG Mtg	Built Environment, Preservation & Housing	2/2/16	Would like an appendix with details on assumptions and thinking behind choices (heights changing; zoning uses changing)
1078			Chinatown Coalition Mtg	Connectivity & Access	3/18/16	6th St. as connection / boulevard could work
1079			Chinatown Coalition Mtg	Connectivity & Access	3/18/16	Add on ramp at Market St.
1080			Chinatown Coalition Mtg	Arts & Cultural Heritage	3/18/16	Art and culture represented in the Plan does not reflect Chinatown, despite the greater downtown being 39% Asian.
1081			Chinatown Coalition Mtg	Arts & Cultural Heritage	3/18/16	Calligraphy
1082			Chinatown Coalition Mtg	Arts & Cultural Heritage	3/18/16	Centuries old traditions martial artists, tai chi, etc.
1083			Chinatown Coalition Mtg	Connectivity & Access	3/18/16	consensus: take down Broadway off ramp
1084			Chinatown Coalition Mtg	Connectivity & Access	3/18/16	Feasibility of reconnecting Franklin St.
1085			Chinatown Coalition Mtg	Arts & Cultural Heritage	3/18/16	Implementation oversight / prioritization criteria
1086			Chinatown Coalition Mtg	Open Space & Recreation	3/18/16	Lincoln Recreation Center overused (users come from throughout city) / would like a new park
1087			Chinatown Coalition Mtg	Arts & Cultural Heritage	3/18/16	Not "galleries"
1088			Chinatown Coalition Mtg	Arts & Cultural Heritage	3/18/16	Public art / impact fees / new development must be distributed throughout the City to ensure equity
1089			Chinatown Coalition Mtg	Connectivity & Access	3/18/16	Remove Jackson St. on ramp

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	Name	Affiliation	Source	Topic	Date	Comment
1090			Chinatown Coalition Mtg	Arts & Cultural Heritage	3/18/16	Tomika(?) Oakland Asian Cultural Center Pacific Renaissance Center concerns
1091			Chinatown Coalition Mtg	Open Space & Recreation	3/18/16	Work with councilmember and OPR to elevate Lincoln Recreation improvements (Lincoln is in the city's capital improvement program)
1092	Mike Bradley		email	Other	3/13/16	Add www2 before link addresses to visit website. Provided some technical info on how www2 works in context of the GovDelivery service.
1093	Rebecca Randale		email	Open Space & Recreation	2/10/16	<p>Importance of a new main library in Downtown Oakland</p> <p>The San Francisco Controller's Office in September 2015 released a Study [Reinvesting and Renewing for the 21st Century: A Community and Economic Benefits Study of San Francisco's Branch Library Improvement Program] that found that for "every \$1 invested in the San Francisco Branch Library Improvement Program, the city realized a return of between \$5.19 and \$9.11."</p> <p>Oakland Public Library Usage Statistics (2013 - 14 Annual Report, Page 19) Registered Borrowers: 290,630 Service Area Population: 425, 869 Percent of service area population who are registered: 58%</p> <p>Total Circulation: 2,722,974 Circulation of Children's Materials: 1,105,756 Circulation of e-books and electronic materials: 188,296 Circulation of Non-English Materials: 485,452</p> <p>Total Number of Staff: 371 Full Time Equivalent Staff: 215.37 Annual Volunteer Hours: 25,113</p>
1094	Ron Wolf- Resident of Old Oakland		Email	Open Space & Recreation	4/6/16	<p>I am writing to provide input to the Oakland downtown plan related to Old Oakland. This is the neighborhood where I live. The plan has identified a small space at 8th St and Washington as a park. I am opposed to this concept. The lot is currently a parking lot and would be better served for complementary retail to support the neighborhood. There is a homeless shelter on the next block and this space would not be an asset. We already have homeless issues in nearby Lafayette and Jefferson parks.</p>

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	Name	Affiliation	Source	Topic	Date	Comment
1095	Tiffany Eng-Property Owner		Email	Economic Development	4/9/16	"Old Oakland is comprised of historic residential communities and small shops and businesses." - Please note that there is also quite a bit of new construction of high density housing over ground floor retail. In addition, our retail businesses are struggling due to the isolated nature of the neighborhood. We really need more intense development in order to attract more shoppers, diners, residents and workers to the neighborhood. While neighbors are sensitive to the scale of the developments, there are certainly areas (like the Smart and Final Parking Lot) that can afford to be more dense.
1096	Tiffany Eng-Property Owner		Email	Connectivity & Access	4/9/16	"Transform 9th Street to include context sensitive infill and safer street design." - This is OK, but why do images show cars backing into Swan's Market courtyard and food court? That doesn't quite make sense. Also, we discussed that 7th and 8th Street are more of a priority in terms of safety and traffic calming measures. 9th street is doing quite well compared to 7th and 8th Street.
1097	Tiffany Eng-Property Owner		Email	Other	4/9/16	"D Create and reestablish new civic spaces that can be used as gathering places for neighborhood residents."-- Can we have some special mini-park treatments in the existing public space at 9th and Washington, the heart of our neighborhood in lieu of turning a parking lot to a pocket park? The parking lot at 8th and Washington seems like a prime place for future development. While some outdoor civic areas are always welcomed, we already have the Swan's courtyard (underutilized), oversized bulb outs and 2 large parks that need further investment and creativity. As we noted on page 12 of your community meeting room notes, we proposed "Filling in surface parking lots with vibrant housing, services and retail that reflect the needs of the community."
1098	Tiffany Eng-Property Owner		Email	Connectivity & Access	4/9/16	"E - Include crosswalks at all signalized intersections" - This is OK, but I believe we also discussed as a priority the idea of removing signaled and timed lights or upgrading to improve safety (7th Street) where they have caused numerous accidents.
1099	Tiffany Eng-Property Owner		Email	Built Environment, Preservation & Housing	4/9/16	"F - Respect the scale and charter of the neighborhood with new construction and rehabilitation of small warehouses, apartment buildings and single family homes" - I do not think anyone has ever proposed we build more single family homes in Old-Oakland. This should NOT be a recommendation for Old Oakland as we do need to increase density downtown. Family-friendly multi-family design guidelines (like emeryville) and "gentle density" in areas where single family homes once were seem appropriate for Old Oakland.

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	Name	Affiliation	Source	Topic	Date	Comment
1100	Val Serrant		email	Arts & Cultural Heritage	1/26/16	<p>I attended a very productive meeting on housing at Geoffrey's yesterday where I let it be known that some other artists and myself would love to have included in "Plan Downtown": our "Elder Artists Complex, Oakland (EAC-O)" where we share our knowledge/ wisdom/ expertise with children.</p> <p>We would include a state of the art 1) housing for us, 2) a restaurant / co-op (Carribbean/African Style Foods and more), 3) a theatre in the round, 4) A Recording Studio, and 5) Parking.</p> <p>We intend to really promote Oakland using 2 tour buses: at least one will have a mobile recording studio. Students will be invited to get a hands-on experience when we visit schools, colleges, universities, etc. Of course, our exemplary "EAC-O" will be a major tourist-attraction as well.</p>
1101	Vivian Kahn		email	Built Environment, Preservation & Housing	4/12/16	<p>plan should maintain and enhance the unique character of the Jack London 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 &amp; 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 patters of old buildings, without false historicism; interface of Oakland esturay and maritime uses</p>
1102	Alison Schwarz		E-mail	Environmental Sustainability	4/5/16	<p>Section 4 - Planning Goals Environmental Sustainability there is one mention of storm water treatment. Storm water treatment should also be mentioned as a goal in the "complete" street discussion as well. As we design ped and bike friendly streets they should also be lined, whenever possible, with rain gardens. Portland, provides a wonderful example of how this can be done.</p>
1103	Bill Chorneau		E-mail	Connectivity & Access	4/4/16	<p>I believe the proposal to put street cars on Broadway is not appropriate at this time. Bus service in Oakland is woeful inadequate. This project would not meet the real needs of bus riders and is too expensive. There are other needs that the city staff should prioritize for its time. Any funding for this project that is flexible should be redirected to projects that better meet the needs of bus riders and other Oakland residents.</p>

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	Name	Affiliation	Source	Topic	Date	Comment
1104	Bryan Grunwald, AIA		E-mail	Connectivity & Access	4/4/16	All the alternatives indicate residential uses within less than a block from active marine terminals. Marine terminals generate considerable noise, light pollution, rail and truck traffic. These uses are not compatible with residential use. An industrial buffer use is more compatible and if I recall consistent with the General Plan. Moreover, I am not sure proximity to maritime use is compatible with a baseball park. I don't recall any precedent of a baseball park adjacent to an active marine terminal. Have the authors consulted Major League Baseball to weigh in?
1105	Bryan Grunwald, AIA		E-mail	Connectivity & Access	4/4/16	Contrary to the aforementioned report, I-980 proposal therein is nothing like demolition of the Embarcadero or Hayes Valley in San Francisco. These were both stub ends of State freeways, not a Federal Interstate freeway that connects I-880 and I-580. There is no precedent for this proposal. Moreover, it would require a regional traffic study to really make an informed decision. At a recent SPUR meeting Art Dao, Executive Director of the Alameda County Transportation Commission, basically stated the above. Moreover, the proposed surface boulevard would only continue to divide Downtown from West Oakland with additional traffic, noise and air quality impacts. I suspect the authors of the Specific Plan have not asked CalTrans or the Federal Highway Administration if the aforementioned proposed plan is workable. By the way, where are alternative concepts? I recommend leaving the through (mainline) freeway lanes underground, and using Castro and Brush Streets as urban boulevards and frontage roads. Ramps at 11th and 18th Streets should to be reworked to add capacity (possibly weaving the northbound off ramp at 11thth Street under Castro to daylight eastbound on 1th or some other method to facilitate eastbound turning movement conflicts). This proposal will facilitate the elimination of existing ramps between 11thh and 18th Streets.
1106	Bryan Grunwald, AIA		E-mail	Connectivity & Access	4/4/16	I am very concerned about the unintended consequences of the Specific Plan's proposed I-980 Conversion and Howard Terminal Ballpark site. I believe the Howard Terminal Ballpark is too costly, to far from BART and to disruptive to the Port of Oakland and the surrounding blue-collar businesses. If the 980 Ballpark is not given adequate consideration, the unintended result is the ballpark will go to the Coliseum, a major loss to Downtown. Second, I believe, the I-980 plan is to complex with its layering of a parkway, then below a BART second crossing line and then under that a High Speed Rail line. This complexity will defer the conversion for years. Rather I propose building the 980 Ballpark on the air rights of the freeway to jump-start the reconnection of Downtown to West Oakland.

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	Name	Affiliation	Source	Topic	Date	Comment
1107	Bryan Grunwald, AIA		E-mail	Connectivity & Access	4/4/16	I recommend that a portion the air rights of I-980 be considered for an A's Ballpark. My rationale is described in an editorial I wrote for the SF Chronicle in 2005 modified as attached. Probably the most important reason for the 980 Ballpark site, which would deck over the depressed freeway, is it would jump start implementation of the freeway conversion. The number 1 criterion for a new baseball park by Major League Baseball (who will assist in financing of the ballpark) is that it be located in a Downtown, near transit, vehicular access, and existing parking assets. A baseball park above I-980 meets this criterion, plus it provides an activity center that anchors west side of Downtown opposite that of Lake Merritt on the east side of Downtown.
1108	Bryan Grunwald, AIA		E-mail	Connectivity & Access	4/4/16	It is clear that the authors of the aforementioned report are unfamiliar with the requirements of a Specific Plan as specified by State Law. <a href="https://www.opr.ca.gov/docs/specific_plans.pdf">https://www.opr.ca.gov/docs/specific_plans.pdf</a> . A Specific Plan is supposed to implement the General Plan, not come up with a new vision. Namely, the proposals in the plan are not supported with required implementation measures, nor do they comply with the requirement that the existing or planned infrastructure can accommodate planning intensity and density of uses. In short, this is not a plan but a fantasy unsubstantiated by any feasibility analysis. Without implementation measures and infrastructure capacity analysis, it is impossible to choose among the alternatives.
1109	Bryan Grunwald, AIA		E-mail	Built Environment, Preservation & Housing	4/4/16	Plans to promote mid-rise or high rise housing next to 1 and 2 story homes 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.
1110	Bryan Grunwald, AIA		E-mail	Connectivity & Access	4/4/16	Rather than the proposed surface boulevard Figure E-47 which duplicates leaving the through freeway lanes underground as they are now, I recommend a new 150' wide north/south pedestrian oriented Central Park or Esplanade between Brush and Castro that would provide an amenity for housing and other uses rather than a 150' boulevard as proposed. The Central Park/Esplanade could include bike lanes. See attached Sections.
1111	Bryan Grunwald, AIA		E-mail	Connectivity & Access	4/4/16	See full PDF document for a annotated map of I-980.

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	Name	Affiliation	Source	Topic	Date	Comment
1112	Bryan Grunwald, AIA		E-mail	Built Environment, Preservation & Housing	4/4/16	See full PDF document for sample press release of a workable I-980 solution
1113	Bryan Grunwald, AIA		E-mail	Built Environment, Preservation & Housing	4/4/16	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. Again, the consultant jumps to a conclusion that the terminal is surplus to maritime use. For example, how about considering Howard Terminal for warehouse and distribution use that would support maritime activities? By proposing an un-implementable ballpark at Howard Terminal makes the Coliseum the only choice for the A's. This seems to be very duplicitous. By the way, the only beneficiaries of a Howard Terminal Ballpark are developers who will build expensive condos to take away blue-collar jobs. 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. See my attached sketch. My ballpark sketch includes VIP parking that be used to support Uptown venues, an area everybody knows is deficient in parking without a "parking study".
1114	Bryan Grunwald, AIA		E-mail	Connectivity & Access	4/4/16	The proposed plan indicates a second crossing BART and High Speed Rail lines under the I- 980. These ideas are unfounded, speculative and unsupported by plans by BART or the High Speed Rail Agency. This is pure fantasy and has no place in a policy document. Having to wait for BART and HSR agencies to prepare plans that may or may not use I-980 for transit will only delay knitting Downtown and West Oakland together. Moreover, I-980 is less than ½ mile from two BART Stations. The concept of the BART/HSR alignment adds nothing to accessibility. I recommend eliminating BART and HSR from the discussion of I-980 Conversion.

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	Name	Affiliation	Source	Topic	Date	Comment
1115	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Build the long needed BART/Main Line transfer station in West Oakland. This would ease pressures on I-80 and by extension on San Pablo Blvd, which in turn would permit the AC's important 73R bus to run properly, at least most of the time.
1116	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Consider building a light rail line in the medians of Telegraph and most of Broadway from Sather Gate to JLS and Oakland's Amtrak station. Would connect many important destinations and cross 22 two bus lines.
1117	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Consider depressing the Main Line. "Main Line" means the main line railroad tracks....used by both Union Pacific and Amtrak. Yes it would be expensive, but the State and federal funding authorities would probably look favorably on the idea.
1118	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Constrict parking. If you don't know what too much parking does, go to San Francisco, or Manhattan.
1119	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Help AC Transit and perhaps the State legislature get past the myth that a.) bus systems are only for the poor and b.) everyone must be served by scheduled bus service. Oakland should take a good look at the Flex-bus system just launched in San Jose.
1120	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Improve access...beginning with AC Transit. Today AC Transit serves no one very well. There are a number of reasons for this...including unduly complicated and meandering routes; delays caused by "transit centers" of small consequence; noisy, rattling and uncomfortable Van Hool buses; and terrible mapping. Instead of helping AC to get better, Oakland is making things worse. Closing up the MacArthur/Telegraph intersection being a case in point. Two good things about AC: The attitude of its drivers is generally good; It's AC Next Bus Ap really works.
1121	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Pressure AC Transit into vastly improve its decrepit transbay bus service. This is now badly needed. It's time to make the transbay buses (and all buses) faster, more reliable and definitely more comfortable.
1122	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Synchronize the traffic signals to conserve fuel, regulate speed and reduce driver frustration. Bring Oakland's traffic signal system up to the level of say, Alviso, or Novato. (Perish the thought that this city could ever match the systems of San Francisco or Alameda or Fremont or San Rafael or San Mateo, or San Jose, or most other Bay Area cities).
1123	G. Cauthen		E-mail	Connectivity & Access	3/30/16	Where necessary to ensure reliable service, place AC Transit buses in bus-only lanes.

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	Name	Affiliation	Source	Topic	Date	Comment
1124	Morten Jensen		E-mail	Built Environment, Preservation & Housing	4/4/16	Broadway must be the most important open space and symbolic heart of the City, integrating areas of employment, retail, governmental and cultural uses within downtown. Make Broadway a grand pedestrian-oriented boulevard connecting not only the Bay Region to Downtown Oakland, but also connecting each sub-area of downtown Oakland together with an enhanced surface transportation such as a streetcar. (Make a revitalized Broadway the physical design centerpiece of the Downtown Plan. Include a recommendation for future study of improved streetscape integrated with enhanced surface transportation - such as a streetcar.)
1125	Morten Jensen		E-mail	Connectivity & Access	4/4/16	Downtown Oakland - together with Downtown San Francisco - must function as a dual-hub for Regional Transport. Designate Franklin Street as the desired alignment for a new BART line connected to a new 2nd Transbay Tube so that the downtowns of Oakland+San Francisco are tightly connected to serve as an extended Downtown for all the Central Bay Area – Similar to New York Downtown+New York Midtown and Hong Kong Central+Hong Kong Kowloon. (Do not put a new BART line on the fringe of downtown near I-980. A “lid” for new development is okay in the long term, but it is the wrong place for a major trunk line of our regional transportation.) - - see letter for graphic of this concept.
1126	Morten Jensen		E-mail	Affordability & Equity	4/4/16	The combined Downtowns of Oakland and San Francisco need to grow proportionally with the region. Use a powerful combination of TDRs (transfer of development rights), 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. (Do not limit new commercial office space to only 6 million GSF. Given their similar geographical sizes, enable downtown Oakland to become closer to the density and capacity of downtown San Francisco - that is now approximately 4 times denser.)

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	Name	Affiliation	Source	Topic	Date	Comment
1127	Peter Birkolz		E-mail	Built Environment, Preservation & Housing	4/6/16	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. The Historic Resource Maps contained within this document are based on outdated information utilizing Oakland Cultural Survey information from the 1980's. In order for The Plan to be valid, the 1980's surveys should be re-evaluated so that there is an understanding of the existing conditions of previously evaluated properties as well as information on properties that may have not met the age threshold when the previous evaluation was completed.
1128	Peter Birkolz		E-mail	Arts & Cultural Heritage	4/6/16	I agree with the goals presented in the document. In regard to the goal of keeping and maintaining affordable housing (or keeping housing at all), it is difficult or impossible to know where the existing/affordable housing units are located within the downtown area without a map. I suggest that a map showing the locations of existing rental housing units (with color coding for the number of units per building) is added to the Existing Conditions section of this document. Such a map would be a useful tool to guide the location of new construction within the downtown area. Information to produce such a map (locations of registered rental units) should be readily available from the Finance and Management Agency at the City of Oakland.
1129	Peter Birkolz		E-mail	Built Environment, Preservation & Housing	4/6/16	I urge you to not give in to groups that are advocating for higher density without evaluating the impacts of higher density. Where increased densities and increased massing are proposed, the impacts of these increases should be carefully studied. It is important that the rights of existing citizens, including maintaining an affordable and livable community, should not be trumped in the quest for higher densities.

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	Name	Affiliation	Source	Topic	Date	Comment
1130	Peter Birkolz		E-mail	Environmental Sustainability	4/6/16	Proposed revised Goal (revisions in bold type): “Ensure that the existing residents are not disproportionately affected by adverse environmental conditions related to impacts of Proposed Added Goal: “Ensure that the existing residents are not disproportionately affected by adverse environmental impacts of development (lead paint, freeway emissions, locations of industry, highways, <b>noise from new developments, noise from service providers</b> , etc.)” Currently the Conditions of Approval for projects (both in EIR’s and in the City’s Standard Conditions of Approval) indicates specific mitigations that are intended to prevent noise related impacts to adjacent property owners and residents; these conditions are rarely enforced and there is a poorly established mechanism for complaints related to these items. I suggest that a better method of enforcement is proposed as part of this document (creation of a monitored hotline for violations rather than using the OPD non-emergency number for call in’s and implementation of monetary penalties for violations as a means of curtailing violations. Service providers (Waste Management) is in constant violation of the hours of operation, many people in the plan area are awakened each day by trash pickup outside of the approved hours of operation.
1131	Peter Birkolz		E-mail	Open Space & Recreation	4/6/16	The Plan is laudable in the attempt to create a better streetscape. I fear that the proposed improvements are unfunded and therefore will not occur. I suggest that smaller and less costly strategies are proposed including: bulb-outs at street corners to improve the pedestrian crossing safety, investment into connecting the downtown streetlight system to make for more efficient vehicle circulation (the current signal system is poorly timed for both motorized vehicles and bicycles).
1132	Val Joseph Menotti		E-mail	Connectivity & Access	4/6/16	A new Jack London District BART Station would likely be part of the long-term vision for a second transbay crossing. An essential consideration in locating such a station would be interrail connectivity with Amtrack/Capitol Corridor.
1133	Val Joseph Menotti		E-mail	Connectivity & Access	4/6/16	BART is pleased to see extensive pedestrian and bicycle improvements in the Plan, which note only improve livability, but also support customer access to BART. However, while the importance of transit is noted, improvements that would serve AC Transit bus service appear to be missing. The Plan would be improved by identifying transit priority streets within the network of streets and designing to support reliable bus service on those streets.

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	Name	Affiliation	Source	Topic	Date	Comment
1134	Val Joseph Menotti		E-mail	Economic Development	4/6/16	BART supports higher growth scenarios, as higher density development is transit supportive, not only of BART but also for bus and other shared modes. In particular BART supports the higher development alternative for the Lake Merritt Office District where there is substantial opportunity for new jobs that support balanced system ridership.
1135	Val Joseph Menotti		E-mail	Built Environment, Preservation & Housing	4/6/16	Both Uptown and City Center have very low estimates of new development potential (particularly for office development) as compared to sites illustrated. Please confirm these estimates are correct.
1136	Val Joseph Menotti		E-mail	Built Environment, Preservation & Housing	4/6/16	Building types only address residential land use.
1137	Val Joseph Menotti		E-mail	Built Environment, Preservation & Housing	4/6/16	Improvements that BART may consider in coordination with the City that would impact streetscapes include new entrance canopies, future station entrances, and additional bike stations/facilities.
1138	Val Joseph Menotti		E-mail	Economic Development	4/6/16	Job growth in Downtown Oakland is important not only for economic and community development, but from BART's operational perspective also supports balanced ridership loads and helps relieve some of BART's capacity issues. Development in Downtown Oakland supports ridership that doesn't further exacerbate crowded conditions on the westbound morning transbay commute to San Francisco. While the Plan's estimate of 14,345 to 24, 330 new jobs in the downtown by 2040 is promising, it falls short forecast growth of 39,450 new jobs in Downtown and Jack London Square in Plan Bay Area, the region's adopted Sustainable Community Strategy under SB375.
1139	Val Joseph Menotti		E-mail	Connectivity & Access	4/6/16	Pages 5-13 and 5-51 indicate that parking requirements are 'very reduced/ but the draft polices/assumptions are not stated. Please clarify parking assumptions used in Plan Alternative Scenarios and outline potential strategies to achieve reduced parking in Downtown Oakland. For instance, given the transit-richness of the planning area, the Plan should include policies that eliminate parking requirements and support inclusion of less parking, such as TOM measures, unbundling parking, and including parking maximums.

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	<b>Name</b>	<b>Affiliation</b>	<b>Source</b>	<b>Topic</b>	<b>Date</b>	<b>Comment</b>
1140	Val Joseph Menotti		E-mail	Connectivity & Access	4/6/16	Reliable transit access to downtown will be important for many Oaklanders to be able to take advantage of Downtown assets without driving. In fact, the Plan should seek to increase the transit share of access to the Downtown Oakland job center, which will allow growth without increased congestion or provision of excessive parking.
1141	Val Joseph Menotti		E-mail	Connectivity & Access	4/6/16	Replacing 1-980 is an exciting idea that would greatly improve connectivity and neighborhood quality. In the long-term one potential option is for second transbay crossing with an alignment under the repurposed 1-980 corridor or an alignment elsewhere in Downtown Oakland. A requirement of any alignment would be that it would not put additional pressure on the Oakland Wye (the convergence of existing BART lines in Downtown Oakland).
1142	Val Joseph Menotti		E-mail	Built Environment, Preservation & Housing	4/6/16	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.
1143	Thomas Cooke		E-mail Attachment: I-980 Critique	Connectivity & Access	4/4/16	980 serves a major connection to origins and destinations along the east shore including the city of Alameda, major portions of East Oakland including the Oakland International Airport and Coliseum and major employment areas stretching from San Leandro south to San Jose. There are limited opportunities to divert trips between those areas and areas served by 980 and 24 east of downtown Oakland.

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	Name	Affiliation	Source	Topic	Date	Comment
1144	Thomas Cooke		E-mail Attachment: I-980 Critique	Connectivity & Access	4/4/16	<p>Conversion of a portion of 980 to a boulevard would require preparation of an EIR under the provisions of California CEQA. Increases in air emissions and noise levels are likely when compared to the existing condition or an alternative of construction park space above the existing freeway and certification of the boulevard proposal doubtful.</p> <p>Seattle's Jim Ellis Freeway Park that spans Interstate 80 in downtown Seattle is a far more appropriate model for 980. Given the existing depression of the freeway a similar solution, combined with some removal and simplification 980 ramps is quite feasible and worthy of more consideration. Building over a portion of 980 between 12th Street and 16th Street would provide for unimpeded pedestrian movement between West Oakland and downtown, expanded park space and some development opportunities with use of air rights along the 980 right-of-way.</p> <p>While 980 does serve somewhat as barrier between West Oakland and downtown a far greater issue is the barrier created by rail lines which severely limits downtown and the city's access to its waterfront.</p> <p>See comment letter for Caltrans volumes</p>
1145	Thomas Cooke		E-mail Attachment: I-980 Critique	Connectivity & Access	4/4/16	<p>Proponents of the boulevard cite traffic volumes of 75,000 ADT as proof the freeway is not needed. This figure however represents only a limited segment of the portion selected for removal. California Highway volumes reported for 2013 record traffic volumes as high as 113,000 average daily trips (ADT).</p> <p>Given the higher traffic volumes immediately west of Grand Avenue, the transition from freeway to boulevard at Grand Avenue could result in both traffic congestion at 18th Street and possible backup on 980 east of Grand Avenue. Similarly the boulevard connection to I-880 poses issues of intersection capacity of connecting local streets as well as backup problems at the connection to I-880, a condition that already exists with the existing freeway to freeway connection.</p>
1146	Thomas Cooke		E-mail Attachment: I-980 Critique	Connectivity & Access	4/4/16	<p>See T. Cooke's "Critique 980 Boulevard" for detailed assessment of technical traffic issues related to I-980 conversion.</p>

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	Name	Affiliation	Source	Topic	Date	Comment
1147	Thomas Cooke		E-mail Attachment: I-980 Critique	Connectivity & Access	4/4/16	The suggested location of a BART line using the boulevard right-of-way and location of a station at 14 <sup>th</sup> Street makes no sense. This would locate the BART station 5 to 6 blocks from the existing BART alignment. If BART capacity is to be augmented, a new alignment parallel and within one block of the existing route is preferable. This would permit linking the stations on the two lines to permit transfers between lines and provide better service for existing and future concentration of uses along the downtown core.
1148	Thomas Cooke		E-mail Attachment: I-980 Critique	Connectivity & Access	4/4/16	<p>To start with, the analogy to the Central Freeway and Embarcadero Freeway demolitions is not relevant. Removal of freeway segments fall into three types. First are truncated applications such as the Central and Embarcadero Freeways that were uncompleted and the freeway traffic dumped onto local streets. Removal serves as a metering device limiting traffic on connecting local streets. In the case of the Central Freeway removal of the westernmost portion and replacement by Octavia Avenue limited the extent of impacted neighborhoods and works only because the remaining section of Central Freeway serves as a high capacity stacking area for vehicles exiting onto Octavia. Removal of the Embarcadero Freeway serves a similar function except in this case traffic is diverted to several local streets. Portland's removal of the freeway along the west side of Willamette River represents a second approach in which through traffic is diverted to adjoining parallel Freeways, in Portland case I-405 to the west and I-5 along the eastside of the river.</p> <p>The proposal for 980 represents the third approach in which the continuity of a freeway or connecting freeways is broken requiring transition from freeway and freeway speeds to on-grade streets and back again to the freeway and unlike the Portland example there is no parallel route to which through traffic can be rerouted. A similar application is currently under consideration in New Orleans where one leg of I-10 has been proposed to be replaced by an on-grade boulevard.</p>
1149	Thomas Cooke		E-mail Attachment: I-980 Critique	Built Environment, Preservation & Housing	4/4/16	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.

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	Name	Affiliation	Source	Topic	Date	Comment
1150	Thomas Cooke		E-mail Attachment: Oakland Train	Built Environment, Preservation & Housing	4/4/16	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.
1151	Thomas Cooke		E-mail Attachment: Oakland Train	Connectivity & Access	4/4/16	Increase in train traffic will exacerbate existing public safety issues namely:  Restriction on access to uses west of the rail right-of-way for fire and other emergency vehicles. Length and frequency of trains will further limit emergency access to existing and expanded waterfront development such as potential development of the Howard Terminal area.
1152	Thomas Cooke		E-mail Attachment: Oakland Train	Connectivity & Access	4/4/16	On-grade train traffic poses public safety hazard for motorist, pedestrians, and bicyclists.
1153	Thomas Cooke		E-mail Attachment: Oakland Train	Connectivity & Access	4/4/16	Possible coordination with long-term East Bay extension of high-speed rail system.
1154	Thomas Cooke		E-mail Attachment: Oakland Train	Connectivity & Access	4/4/16	Potentially traffic noise could increase when the current depressed roadway is reconstructed at street level. The introduction of numerous intersections could also be a contributing cause.
1155	Thomas Cooke		E-mail Attachment: Oakland Train	Connectivity & Access	4/4/16	Significant increases in frequency and length of trains passing through Jack London Square and adjoining areas likely due to:  Increasing reliance on train transportation to reduce energy consumption.  b. Freeway capacity and congestion limitations on truck transportation.  c. Increased port related transportation due to port expansion, e.g. redevelopment of the Army Supply Base for port related activities and projected increase in trade with Asia.

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	Name	Affiliation	Source	Topic	Date	Comment
1156	Thomas Cooke		E-mail Attachment: Oakland Train	Connectivity & Access	4/4/16	The Boulevard proposal shows a total right-of-way of 132 feet. A minimum of 140 feet would be more appropriate and if bike lanes were provided a 154-foot right-of-way would be needed. Curb to curb crossing distance for pedestrian would be 131 feet assuming 12-foot sidewalk and inclusion of bike lanes. By comparison, pedestrians currently traverse a roadway width of approximately 95 feet (combined roadway width of Castro and Brush). The advantage offered by the Boulevard is lower travel speeds since Castro and Brush essentially operate as part of the freeway ramp system with higher travel speeds. However, as noted earlier the traffic capacity analysis assumed 70 percent greenlight for auto and even this assumption failed to achieve capacities sufficient to accommodate existing traffic. This leaves only 18 minutes per hour for pedestrian and local vehicle crossings between West Oakland and downtown.
1157	Thomas Cooke		E-mail Attachment: Oakland Train	Connectivity & Access	4/4/16	The introduction of up 14 signalized intersections coupled with on street congestion would in all probability increase auto emissions.
1158	Thomas Cooke		E-mail Attachment: Oakland Train	Connectivity & Access	4/4/16	The proposal requires undergrounding of the rail lines for an approximate length of one and three quarter miles. Tunnel to be constructed under 2nd Street 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 for portion of the undergrounded right-of-way.
1159	Thomas Cooke		E-mail Attachment: Oakland Train	Economic Development	4/4/16	Uncertainty of access to waterfront properties diminishes economic value and potential of waterfront properties.
1160	Jackie Lynn Ray		E-mail attachment: Schnitzer Steel Comments	Built Environment, Preservation & Housing	4/6/16	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.
1161	Jackie Lynn Ray		E-mail attachment: Schnitzer Steel Comments	Economic Development	4/6/16	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. The plan also relies heavily on the reuse of Howard Terminal, which is a maritime facility overseen by the Port of Oakland.
1162	Thomas Cooke		E-mail Body	Other	4/4/16	1. The already mentioned lack of distinctions between the alternatives which is further exemplified in the scoreboard graphic depictions of alternatives.

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	Name	Affiliation	Source	Topic	Date	Comment
1163	Thomas Cooke		E-mail Body	Economic Development	4/4/16	2. Comparison of the alternatives with the trend is misleading and inaccurate since, as noted above, the Trend assumes market based economic projections while the Plan Alternative are tabulations of holding capacity. All three alternatives should instead be based on a common 2040 growth projection or at least assumptions of each of the alternatives likely share of the regional 2040 growth. (The alternative of using holding capacity for three choices is unworkable since the existing downtown height and FAR regulations allow almost unlimited levels of development in portions of downtown.)
1164	Thomas Cooke		E-mail Body	Other	4/4/16	3. Comparisons of traffic impacts including projected trips (person, auto, transit) energy consumption, possible street congestion levels, and facilitation and feasibility of transit service all need to be explicitly addressed. The recommended inclusion of the conversion of the 980 freeway to a boulevard should be limited to one alternative to permit identification of both its positive and negative contributions. (Attached is a more detailed analysis of the feasibility of the proposal based on accommodation of existing traffic patterns and volumes. This analysis identifies potential adverse impacts on downtown streets and freeway access to I-880 and raise serious questions as to the feasibility of the current proposal.)
1165	Thomas Cooke		E-mail Body	Economic Development	4/4/16	4. Economic feasibility and related fiscal potential and shortcomings are unaddressed. By way of example, would a scenario incorporating the 980 conversion have sufficient market demand, given other development opportunities provided by the associated alternative to justify the project? What are the approximate costs of associated urban service and facility requirements and potential tax and other revenues to cover these costs?
1166	Thomas Cooke		E-mail Body	Affordability & Equity	4/4/16	5. The plan alternatives are based replacement of uses on economically under utilized property. How many housing units, residents, businesses and jobs are displaced by the proposed new development?
1167	Thomas Cooke		E-mail Body	Other	4/4/16	As now formulated, the alternative analysis portion of the report takes on more of a "wish list" approach without any sound analytical bases for evaluating the choices. Enumerated below is a partial listing of limitations of the report's approach to alternative analysis.

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	Name	Affiliation	Source	Topic	Date	Comment
1168	Thomas Cooke		E-mail Body	Other	4/4/16	Report needs to clearly define and distinguish between the three plan alternatives, i.e., Trend, and the other two plan alternatives to enable meaningful comparisons. For example, the 980 conversion is embodied in both plan alternatives thereby limiting evaluation of the impacts of this proposal. (More about this latter.) Basing the Trend on economic growth projections and the Plan Alternatives on holding capacity creates further comparison problems.
1169			Jack London District Stakehd	Open Space & Recreation	12/10/15	Bring back fireworks
1170			Jack London District Stakehd	Open Space & Recreation	12/10/15	Clean water in estuary
1171			Jack London District Stakehd	Built Environment, Preservation & Housing	12/10/15	Even if wholesale isn't relocated add retail during the day after produce market business is finished
1172			Jack London District Stakehd	Connectivity & Access	12/10/15	Free bus on Sundays
1173			Jack London District Stakehd	Connectivity & Access	12/10/15	Free shuttle to go to West Oakland BART
1174			Jack London District Stakehd	Connectivity & Access	12/10/15	Homeless services / make campground official, regularly cleaned, etc.
1175			Jack London District Stakehd	Safety	12/10/15	Policing /crime / fire-disaster-planning
1176			Jack London District Stakehd	Connectivity & Access	12/10/15	See, as an example, Austin plans for 6th Street and Arts Garden in Indianapolis
1177			Jack London District Stakehd	Built Environment, Preservation & Housing	12/10/15	State lands overlay should be changed to enable development
1178			Jack London District Stakehd	Connectivity & Access	12/10/15	Walking bridge to Alameda
1179			Jack London District Stakehd	Built Environment, Preservation & Housing	12/10/15	What about major infrastructure (utilities, water, etc.)
1180	Andrews		LPAB mtg notes	Built Environment, Preservation & Housing	12/10/15	Example: 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. Very impressed with this and the previous plans – challenge of concentration of cultural and historic resources, it's absolutely that we address that question.

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	Name	Affiliation	Source	Topic	Date	Comment
1181	Andrews		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Looking at graphics (like 15th St. shared space, building typologies) and 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? Or just something the consultant liked?
1182	Andrews		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Very impressive report (given omissions already addressed, it's just a matter of completeness), especially the attention being paid to cultural resources, equity and preservation. Page 2.19 shows projects in process or proposed – what strikes him about those, is contrasting them with the consultant's images of projects to come in the future, there's a bit of a disconnect. Projects proposed to date have very broad massing; consultant renderings look like Kirk Peterson buildings, (i.e., classic style of architecture). We're facing the reality that buildings in the second part of the century may not look like the ones in the previous century. We don't want to portray such a monolithic view of design unless that's really intentional in the plan. This needs to be addressed in the report explicitly – 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. It feels like the report is saying that without actually saying it (due to watercolor renderings and “building types” (page 5.52). Excited that it sets up a dialogue about how we might do it.
1183	Buckley		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	West Oakland plan – I-980 is kind of a dividing line. Would be great if the freeway went away, but who knows where. 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.
1184	Flores		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	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.)
1185	Flores		LPAB mtg notes	Built Environment, Preservation & Housing	3/17/16	There are a number of historic sites/bldgs. that are forgotten on exhibits in report. Please look at lower Broadway. Significant buildings need to be pointed out even if they're not Oakland landmarks. Cultural assets map – thought, “That's a cultural asset?” There seems to be a lot missing. Nothing below 12th Street. Report is well on its way to being a good readable, usable document.

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	Name	Affiliation	Source	Topic	Date	Comment
1186	Joiner		LPAB mtg notes	Economic Development	4/11/16	Construction – it’s important for businesses to know about construction, City should think about who’s bearing the financial brunt, and if possible, do work at night to keep from disrupting traffic; need better rerouting.
1187	Joiner		LPAB mtg notes	Economic Development	4/11/16	Cultural heritage – A plaque put out for BAMABD district doesn’t do much for financial assistance and investment – if the businesses can’t survive, are you going to rename it if it’s no longer a black business district? City interventions aren’t just symbolic 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.
1188	Joiner		LPAB mtg notes	Other	4/11/16	Signage – There needs to be official signage, with grant money for external signage because it all adds back to the community.
1189	Joiner		LPAB mtg notes	Economic Development	4/11/16	Small business – City is already doing a great job with technical assistance (small business), but should leverage the programs by making sure everyone knows about all the resources in their brochures. One thing that can be really helpful would be loans, but her business has experienced economic process discrimination because she’s an adult store, and has had trouble receiving loans because Economic Development won’t look at certain businesses. Would love to see a loan program that supports all businesses 100%, including cannabis businesses and tattoo parlors; it’s very difficult for a new business that’s struggling already to go to a system that’s supposed to support you, and instead they discriminate against you.
1190	Naomi Schiff		LPAB mtg notes	Other	4/11/16	8th & Broadway incorrect – shows vacancy
1191	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Cultural assets map is a weird list, and should be removed if it’s not going to be complete. It’s not complete. What’s the criterion? You haven’t listed any of the galleries. There are some small businesses. DeLauers isn’t one, nor is the Oakland Symphony, Oaklandish. There are way more than 47 cultural assets. Some statues are listed, but not others.
1192	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Don’t put more stories on top of the historic garages – respect their historic character. Historic powerplant building is shown with new development – this seems unlikely and unwise.
1193	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Hopes that orientation to historic preservation will continue.

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	Name	Affiliation	Source	Topic	Date	Comment
1194	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	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 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.
1195	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	New infill is shown on s side of 8th street on a site that has historic bldgs.
1196	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Oakland Heritage Alliance feels pretty good about many things in the report (though has some errors and suggestions), but appreciates talk of transfer of development rights program, and would like to understand the mechanism by which that will work. Grateful that we're considering historic structures, and have constructive criticism:
1197	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Please look at lower Broadway. There's no mention of lower Broadway, where there are small but significant buildings that are cultural assets: Everett & Jones, Souley Vegan (oldest commercial building in Oakland), around corner from old railroad station (3rd & Broadway). Went to some pains to show these to the consultant, but they're not shown here.
1198	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Schilling Gardens – by mentioning Snow Park, we'd like to remind people that the Emerald Views EIR (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.
1199	Naomi Schiff		LPAB mtg notes	Built Environment, Preservation & Housing	4/11/16	Some of the new bldgs. are taller than the existing buildings. New buildings adjacent to ASI and API should not be taller than the buildings in those or dominate them.
1200			Old Oakland Neighbors	Built Environment, Preservation & Housing	2/17/16	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.

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	Name	Affiliation	Source	Topic	Date	Comment
1201			Old Oakland Neighbors	Built Environment, Preservation & Housing	2/17/16	An attendee asked if the new multifamily and mixed use development that would be part of the plan would cause rents to increase nearby pushing out lower income residents. Chris felt that the main mitigate for that would be the fact that since the land being redeveloped is currently freeway, the resulting land would be under public control and could therefore be sold to developers with a goal or mandate for a certain amount of affordability. Also, since the project would likely take a very long time, work could be done in the meantime to help reduce the potential impact.
1202			Old Oakland Neighbors	Connectivity & Access	2/17/16	An attendee asked if the specific plan is supposed to be complete by 2017, when would we see the actual changes? Need near term improvements; can these be expressed in the plan?
1203			Old Oakland Neighbors	Connectivity & Access	2/17/16	An attendee asked what the status was of these plans. Chris [Connect Oakland] described that these plans started out as a just an idea from his group of citizens, but city staff and elected officials have embraced it and it is being incorporated as an option in the specific planning process. The mayor is a big supporter of a new Bart Trans Bay tube. Some observers believe a new tube could take as much as 40 years to complete but Chris is hopeful that it could be done in 10 to 15 years. Chris showed certain renderings of what his group proposed. To help garner support they plan to make a documentary about what the streets and neighborhoods were like before they were torn down to make way for the construction of 980. The group's website can be found at: <a href="http://connectoakland.org">connectoakland.org</a>
1204			Old Oakland Neighbors	Connectivity & Access	2/17/16	An attendee commented that in practice the 880 freeway is more of a serious barrier to walking between downtown and Jack London Square than 980. One attendee proposed having murals painted under the underpass as a low cost way to make them more inviting.
1205			Old Oakland Neighbors	Affordability & Equity	2/17/16	Another attendee asked whether there are any funds dedicated thus far dedicated to executing the specific plan, such as a proposed bond issuance for example. Alicia responded that once the specific plan is in place the city would be eligible to get certain grant funding from regional entities. The mayor is also considering an affordable housing bond. Impact fees are also close to being passed.
1206			Old Oakland Neighbors	Built Environment, Preservation & Housing	2/17/16	How to incentivize development (of infill sites)

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	Name	Affiliation	Source	Topic	Date	Comment
1207			Old Oakland Neighbors	Public Health	2/17/16	larger amount of homeless in the park with a lot more personal property taking up space. The history and rationale behind the redesign (i.e. the park historically was a major gathering area for homeless and so they attempted to redesign the park to include features that would be useful to them such as the public toilets but also other features that would be useful to others in the neighborhood, such as the play structures). He explained that this redesign project only contemplated the homeless using the park during the day, and not sleeping there, and the larger number of homeless utilizing the park today was also unexpected; shouldn't pressure the city to remove the homeless without a viable plan for them; one tactic for pressuring the city that was suggested would be a rotating assignment of one person to call the city each day; certain other cities such as Portland, Seattle, and Phoenix have moved forward with plans that do seem to help and that we should try and emulate. Another attendee suggested that it might be best to take a similar approach as what Connect Oakland did, namely to voluntarily come up with a plan for improving the situation and pitching it to the city in the hopes that they adopt it to make it an official policy or priority. An attendee commented that the proposed Shorenstein development (still working on entitlements) might cause the park situation to improve once it is complete, but others countered that this might not be the case since the presence of the Ask building cater-corner to the park did not seem to make an impact. .
1208			PAAC	Affordability & Equity	3/7/16	1% only goes to visual arts, so the discussion of equity seems contradictory. We have a new equity department, and it's an art form that's going to only one art form and not the rest. Push affordable housing for artists (just for artists, not just "affordable") but artists don't make money even though they do great work and bring in people and develop the economy (use restaurants, galleries, hotels). Local residents aren't actually buying the art pieces. Pet peeves: artists – we are losing a lot of parking. If we're going to bring in these clients, they will not take public transportation – they're driving from Seattle, LA, Arizona and transporting major pieces of art. When they can't find parking at the Malonga Center – already having trouble finding parking. We are worried – what does that do to our events? Performing arts bring in people who spend money.
1209			PAAC	Connectivity & Access	3/7/16	Artists have certain specific needs for parking and transportation (musical instruments, canvases, performance clothing, etc.) – need yellow zones, etc.

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	Name	Affiliation	Source	Topic	Date	Comment
1210			PAAC	Arts & Cultural Heritage	3/7/16	City supporting the arts; London World Cities Culture Forum – London was losing its historic music venues (32% in 3 years) because of gentrification, people moving into areas and complaining; the city said too bad, enacted a code saying you can't displace, sign off on "You know what you're getting into." Small venues. City took a really strong stance on this. We can have mindful development.
1211			PAAC	Other	3/7/16	Facebook update, ask people to share
1212			PAAC	Arts & Cultural Heritage	3/7/16	Given that the City's cultural plan isn't going to happen within the specific plan timeline, valuable to have a follow-up meeting to create an art plan that's a sub-plan to the specific plan? Do it here in this forum? What's the best way to communicate with artists? Social media (says Nick Dong).
1213			PAAC	Arts & Cultural Heritage	3/7/16	Has there been discussion of taxation that could go through cultural funding? No, recommendation for a housing bond. We're in a supportive political environment to think about those kinds of options. Would be a bargaining chip..... To get affordable housing and arts funding from developers? Tax for performing arts need to provide funding for performing arts.
1214			PAAC	Affordability & Equity	3/7/16	Keep track of actions virtually until we get the equity strategy up and running, which will focus a lot on arts.
1215			PAAC	Economic Development	3/7/16	Missing link in the food chain in Oakland – art business. The galleries are not doing that well; the leases are affordable enough now, but will be ending soon, and they will be forced out of the community. Artists drawn here for diverse reasons will probably leave, or their art will still outflow into other places (collected by people in New York, LA... money's not staying here in Oakland). Advisory committee for galleries and gallery owners to discuss what they need. 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. Encourage the housing and maker space issues, but artists are doing it without that, but the art business is a department where the City can help. (Kristin – working on that, had meeting today)
1216			PAAC	Arts & Cultural Heritage	3/7/16	Need to develop the arts citywide, even though everyone comes together downtown.
1217			PAAC	Arts & Cultural Heritage	3/7/16	Not just visual art, what about performing arts? The living arts? (Not statues that are a memorial of the dead.) What do we have here already in the community; we need to stitch them all together in a more intentional way rather than neighborhood by neighborhood.

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	Name	Affiliation	Source	Topic	Date	Comment
1218			PAAC	Arts & Cultural Heritage	3/7/16	Noticed that some of the feedback is for creative sidewalk amenities, rotating art, etc., but advocating for permanent public art and what it can do for the street space, as opposed to these temporary things. We can do big art, important art, significant art. Example: Millennium Park, Chicago. San Francisco. Need an Arts Council/Commission.
1219			PAAC	Other	3/7/16	Oakland isn't like Chicago that has a history of being grand and monumental, but we do have innovation and diversity. If the city can showcase the character of the art culture here, have innovative/technology/artists display/business park. (Like Alameda, with people out there making it...). We don't need Statue of Liberty. Could have a "technology park".
1220			PAAC	Safety	3/7/16	Protected bike lanes create conflict points (when cyclists have to re-enter roadway)
1221			PAAC	Arts & Cultural Heritage	3/7/16	Public art: getting the sense it's district-centric. There isn't an art plan for the city or for Downtown in general – almost too myopic, losing the vision for the city. There should be an arts specific plan as part of the plan (?) – for example, Treasure Island has art at the very beginning and the existing artists are integrated from the beginning. Sending a call out to preserve the cultural assets, but not a call for new assets – a beautifying and placemaking; not making room for what we could have, and what a vision could be. Call out the development of an art plan for the city as a whole, and specifically for Downtown.
1222			PAAC	Arts & Cultural Heritage	3/7/16	Recommendations are piecemeal throughout the neighborhood, but how do these all get woven together (like the cultural districts? Are they linked or standalone entities?).
1223			PAAC	Other	3/7/16	Share Facebook things on the Oakland Arts Facebook page
1224			PAAC	Arts & Cultural Heritage	3/7/16	This is important at the Malonga Center. They do drumming there! What happened around the lake with drumming circles.
1225			PAAC	Arts & Cultural Heritage	3/7/16	Vibrant art communities are places where people want to go, but performance space is harder – have to deal with moving stuff, dealing with the neighbors, etc.
1226			PAAC	Built Environment, Preservation & Housing	3/7/16	Want an overarching plan, but also want to cultivate what's happening already in the districts.
1227			PAAC	Economic Development	3/7/16	We also have to have a way to sell our work – galleries are hanging out in dark alleys. Maybe the beautification of the streets can apply to galleries, not just coffee shops.

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	Name	Affiliation	Source	Topic	Date	Comment
1228			PAAC	Economic Development	3/7/16	We have to have buyers!
1229			PAAC	Arts & Cultural Heritage	3/7/16	What can government do? You can put up a sign that says "Black Arts District," but the fact is that if you put your money in something like the African-American museum, it'll generate interest and draw people from around. Black art museum – money to enter things into... competitions? We already have the asset.
1230			PAAC	Arts & Cultural Heritage	3/7/16	When talking about development, people are talking about expanding, attracting development, bringing in money. Developers will do what you want if they can make money, but they come and go. Cities in general, and Oakland in particular, are pretty bad at taking care of the assets they have – artwork that's rotting that no one even knows about: (Michael Heiser, near the estuary), John Yeager Dandelion, Green Monster on Lake Merritt. Ask the same question every twenty years about how to make the city better: no one likes to fund cleaning things, fixing things, operations, but that's what makes cities good.
1231			PAAC	Arts & Cultural Heritage	3/7/16	Who's going to take care of these improvements? Take responsibility for them down the road when people move on to the next thing? Anything commissioned through the public art program is more intentional, but that doesn't mean that the city has funds for maintenance. Anything in private development, they are required to maintain – that would be referenced in this plan. Need to build this out in an intentional way that sustains the work.
1232			PAAC	Arts & Cultural Heritage	3/7/16	Would like to have a more focused discussion around an art plan for the Downtown before the specific plan is adopted.
1233	Arti Harchekar		SPUR event	Arts & Cultural Heritage	3/24/16	I was referencing a comment that was made by a member of Oakland's artist community at the SPUR event with Janette Sadik Khan last week. The comment was to consider an artist in residency program as part of the DOT's plan as a strategy to remake negative spaces through art, generating public spaces, murals, etc.
1234	Audience member		SPUR Forum (4/6/16): Plan Downtown		4/13/16	All public presentations should include discussion of public transit in the plan (including AC Transit) and how the Plan will help streamline future development
1235	Audience member		SPUR Forum (4/6/16): Plan Downtown	Affordability & Equity	4/13/16	Can accessory buildings be a tool for housing?
1236	Audience member		SPUR Forum (4/6/16): Plan Downtown		4/13/16	How does infrastructure bond (planned for the Nov. 2016 ballot) impact the plan?

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	Name	Affiliation	Source	Topic	Date	Comment
1237	Audience member		SPUR Forum (4/6/16): Plan Downtown	Built Environment, Preservation & Housing	4/13/16	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?
1238	Audience member		SPUR Forum (4/6/16): Plan Downtown	Built Environment, Preservation & Housing	4/13/16	is it possible to put grocery store or other active uses under the fwy?
1239	Audience member		SPUR Forum (4/6/16): Plan Downtown	Built Environment, Preservation & Housing	4/13/16	Need denser development; if the consultant's new urbanist philosophy is only mid-rise, how will tall buildings be incorporated?
1240	Audience member		SPUR Forum (4/6/16): Plan Downtown	Open Space & Recreation	4/13/16	New tall buildings should be encouraged (particularly around BART stations), as should the notion that new development should set aside space for public parks (and be granted taller heights in exchange for providing parks).
1241	Audience member		SPUR Forum (4/6/16): Plan Downtown	Open Space & Recreation	4/13/16	Plan seems to have a lot of housing; not a lot of parks/open space; consider Uptown for open space, specifically near the "Parcel 4" project (near San Pablo/19th St.) what about a significant setback for plaza)
1242	Audience member		SPUR Forum (4/6/16): Plan Downtown	Built Environment, Preservation & Housing	4/13/16	Plan should consider interim uses of sites (that may be developed/redeveloped later on) such as shipping containers for commercial businesses
1243	Audience member		SPUR Forum (4/6/16): Plan Downtown	Affordability & Equity	4/13/16	Plan should discuss and illustrate open space for seniors as well as youth
1244	Audience member		SPUR Forum (4/6/16): Plan Downtown	Open Space & Recreation	4/13/16	Plan should show outdoor exercise areas and supportive policies (possibly on the roof of buildings)
1245	Audience member		SPUR Forum (4/6/16): Plan Downtown		4/13/16	Regarding inter-departmental coordination, as a developer, we routinely face push-back from various city departments about innovative stormwater retention solutions, etc.
1246	Audience member		SPUR Forum (4/6/16): Plan Downtown	Built Environment, Preservation & Housing	4/13/16	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
1247	Audience member		SPUR Forum (4/6/16): Plan Downtown	Affordability & Equity	4/13/16	The equity consultants should have the ability to educate the public about the benefit of density to help alleviate the constrained housing supply problem

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	Name	Affiliation	Source	Topic	Date	Comment
1248	Audience member		SPUR Forum (4/6/16): Plan Downtown	Built Environment, Preservation & Housing	4/13/16	The plan should include more discussion about how land use supports transportation and vice versa
1249	Audience member		SPUR Forum (4/6/16): Plan Downtown		4/13/16	What is the plan for inter-departmental coordination to actually implement the big ideas in the Plan such as the Webster Green and I-980?
1250	Audience member		SPUR Forum (4/6/16): Plan Downtown	Arts & Cultural Heritage	4/13/16	Why is the Paramount Theater not used very often? Could it be used for showing movies when performances are not scheduled?
1251	Alanna Rayford			Economic Development	3/22/16	There should be a separate group for small business and retail. This cannot be combined with art, as it has its own unique issues.
1252	Anonymous Commentator at FHOP 2nd Flr Display Board			Connectivity & Access		Excited about covering 880 Why are cars on top on 880. Put people + bikes in a park on top with a few cron streets. Let 880 traffic stay below ground
1253	Anonymous Commentator at FHOP 2nd Flr Display Board			Other	January	Excited about: KONO / Northgate  Idea: KONO / Northgate area could be expanded. More emphasis put on West side of Telegraph  Suggestion: More street lighting and cameras on Northgate to reduce ridiculous crime level and dumping alone in this corridor
1254	Anonymous Commentator at FHOP 2nd Flr Display Board			Built Environment, Preservation & Housing	January	Ideas: Where is the family friendly housing?  Where is Oakland Chinatown and why is it not prominently featured in the plan? Huge potential for global market.
1255	Anonymous Commentator at FHOP 2nd Flr Display Board			Connectivity & Access	January	Interstate 980 IS a major freeway. Instead of making it subterranean (like the bottom scheme), make the major crossings like 14th St. Wide, welcoming & landscaped with 980 below
1256	Anonymous Commentator at FHOP 2nd Flr Display Board			Connectivity & Access		Suggests precast curbs instead of cast in place curb/gutters. Brick gutters help soil rehydrate and reduce storm drain volume.

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	Name	Affiliation	Source	Topic	Date	Comment
1257	Cameron M N Wilson			Other	1/19/16	<a href="http://www.archfoundation.org/2015/12/sustainable-cities-design-academy2016/">http://www.archfoundation.org/2015/12/sustainable-cities-design-academy2016/</a> I'm wondering if this is on your radar? <a href="#">SCDA connects project teams and multi-disciplinary sustainable design experts through highly interactive charrettes that help project teams advance their green infrastructure, financing, and community development goals.</a>
1258	Chryl Corbin			Environmental Sustainability	3/24/16	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 <a href="http://www.beaconfoodforest.org/">http://www.beaconfoodforest.org/</a>
1259	Chryl Corbin			Open Space & Recreation	3/25/16	Provide wheelchair swings and other structures for mobility challenged parents and children at all playgrounds do every one has access and a place to play in Oakland's parks. <a href="http://www.bluegrassplaygrounds.com/swings-ADA-swings.htm">http://www.bluegrassplaygrounds.com/swings-ADA-swings.htm</a>
1260	Chryl Corbin			Environmental Sustainability	3/22/16	Sent a PDF document of drought preparation and mitigation strategies for Oakland
1261	Chryl Corbin			Open Space & Recreation	3/23/16	The creation of living walls. This can be a greening and artful beautification addition to the city's landscape. <a href="http://www.habitathorticulture.com/">http://www.habitathorticulture.com/</a>
1262	Chryl Corbin			Affordability & Equity	3/26/16	Unpacking what affordable housing actually means. Please consider public and low-income housing (both studios and 1-3 bedroom) and creating a higher percentage of rental options over private homes. 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.
1263	Dawn Pillsbury			Other	9/1/15	Comment about how people do not respect county ordinance restricting smoking within 20' of buildings. Suggests incorporating design via informational signs to inform people, or designating smoking areas. Cites example problem areas at 13th/Broadway, Grand/Broadway

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	Name	Affiliation	Source	Topic	Date	Comment
1264	Dianne Yee			Other	1/6/16	<p>Concerned that she first received word of Options Open House through WOBO, and not through DTSP listserv first</p> <p>Plan Downtown team needs to flyer every business and residence at minimum 3 blocks radius from the 12th St Bart, 19th St Bart, and the venue. Poor outreach is making the plan crumble.</p> <p>Team needs to be standing at all 4 corners of Broadway/14th everyday to talk to people about the plan and solicit feedback.</p> <p>Outreach efforts have been poor compared to Berkeley's Adeline Corridor Plan's outreach efforts.</p>
1265	Hiroko Kurihara			Arts & Cultural Heritage	3/22/16	Look at Vancouver Downtown East Side Plan: impressive retention and affordable housing policies
1266	Leah Gillman			Connectivity & Access		Also believes a wayfinding map may be necessary for businesses.
1267	Leah Gillman			Other		Possible communal shed for garbage may be necessary.
1268	Naomi Schiff			Built Environment, Preservation & Housing		<p>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.</p> <p>[There's a good discussion of the sociology of this in Everything but the Coffee by Bryant Simon: <a href="http://www.ucpress.edu/book.php?isbn=9780520269927">http://www.ucpress.edu/book.php?isbn=9780520269927</a>, how Starbucks signals that generally only middle-class people will feel comfortable coming in and using the restroom, and how the cup of coffee is the rent one pays to use the facility.]</p>
1269	Nicole Catalano			Economic Development		<p>6) Provide local job opportunities and training programs for local population. (likes the idea of job training and local job opportunities promised by Uber)</p> <p>Worried about uptake of 'posh' expensive specialty retail that is starting to open up. (likes small, locally owned retailers that have emerged over the years in downtown Oakland - near 13th Street, 14th Street, 17th Street, etc.) Limits customer base and makes area feel gentrified</p>
1270	Steve Lowe			Connectivity & Access	11/10/15	DTSP needs to incorporate Demand Response Transit (Uber, Lyft, Sidecar, Shuddle, etc) into the framework of its maps, pages

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	Name	Affiliation	Source	Topic	Date	Comment
1271	Steve Lowe			Built Environment, Preservation & Housing	11/10/15	upper part of Lower Broadway (because of the potential runaway costs that none of those entities wants or has to expend), it's easy to see that the problems of transition through the filthy underpass, the drab County buildings, the congestion and backup throughout the entire area, the need for increased access to Jack London Square via public transit, the need for making Oakland a more comprehensible city, are instantly resolvable by bringing to this specific node the same kind of focus that I M Pei's pyramid brought to the Louvre in '89.  Looking at the innovative steps that Indianapolis took with its Artsgarden...  <a href="https://www.google.com/search?q=artsgarden+pix&amp;tbm=isch&amp;tbo=u&amp;source=univ&amp;sa=X&amp;ved=0CB0QsARqFQoTCLGfK9XlhMkCFQLFwyody3MJ7g&amp;biw=1230&amp;bih=636">https://www.google.com/search?q=artsgarden+pix&amp;tbm=isch&amp;tbo=u&amp;source=univ&amp;sa=X&amp;ved=0CB0QsARqFQoTCLGfK9XlhMkCFQLFwyody3MJ7g&amp;biw=1230&amp;bih=636</a>
1272	Thomas Cooke			Connectivity & Access		Seattle's Jim Ellis Fwy Park that spans I-80 in downtown Seattle is a far more appropriate model for 980
1273	Thomas Cooke			Connectivity & Access		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 undregrounded right-of-way
1274	Vivian Kahn			other	4/12/16	And why use terms that are unfamiliar to the vast majority of community residents who eagerly await meaningful proposals to guide future development of Downtown?
1275	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	How is the rural to urban transect relevant to an urban area like Downtown Oakland
1276	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	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?
1277	Vivian Kahn			Public Health	4/12/16	Jack London District issues: The issues that the District confronts range from 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

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	Name	Affiliation	Source	Topic	Date	Comment
1278	Vivian Kahn			Connectivity & Access	4/12/16	Manage on and off-street parking to accommodate those who live and work in the District as well as visitors. Parking regulations need to be changed to strictly limit use of on-street parking by Downtown workers, truckers waiting to access the Port, and other businesses that take up valuable on-street spaces
1279	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	New Orleans's French Quarter, a district oriented to attracting tourists, is an inappropriate and unacceptable model for the Jack London District's historic Produce Market. A far better example is 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. 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
1280	Vivian Kahn			Connectivity & Access	4/12/16	obstacle that I-880 creates to connections between the District and Downtown and the need to find alternate routes and access points for vehicles going to and from Alameda
1281	Vivian Kahn			Connectivity & Access	4/12/16	over emphasis on I-980 and redevelopment of Howard Terminal (report section on Jack London District devotes 10 pages to Howard Terminal and I-980): The level of attention directed at these two topics has resulted in insufficient consideration of important shorter term issues that the Jack London District faces. Moreover, the Plan document fails to consider the extent to which these mega-projects could adversely affect the District; these two proposed projects involve complex issues that would need to be evaluated
1282	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	performance standards, design, context and surrounding uses are critical to retaining and enhancing desirable features [more important than building form]; Alt 3 for District should be rejected
1283	Vivian Kahn			Economic Development	4/12/16	plan must incorporate a multi-pronged strategy for attracting neighborhood-serving retail uses that could include financial incentives, land use regulations, development standards and other mechanisms
1284	Vivian Kahn			Implementation	4/12/16	Plan must of necessity focus on some of the more modest shorter-term proposals and implementation measures
1285	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	regulations as well as and financial and development incentives. 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

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	Name	Affiliation	Source	Topic	Date	Comment
1286	Vivian Kahn			Connectivity & Access	4/12/16	Require all new development to unbundle parking, which would allow residents and businesses who want on-site parking to lease or purchase spaces and reducing the cost of residential units and office spaces for those who don't.
1287	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	The building types [page 5.52-5.53] are mostly residential or mixed use types; where do the light industrial and maker spaces fit into this system?
1288	Vivian Kahn			Affordability & Equity	4/12/16	The Downtown Specific Plan must address [homeless persons and their encampments] with realistic proposals that could include identification of locations for City-sanctioned camping that would make it possible to overcome the sanitary issues and trash associated with the existing illegal encampments
1289	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	The Plan doesn't even mention 19th century non-residential buildings which are among Oakland's most historic structures
1290	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	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
1291	Vivian Kahn			Connectivity & Access	4/12/16	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
1292	Vivian Kahn			Built Environment, Preservation & Housing	4/12/16	Where are the proposals and policies that are required to make it possible to maintain and enhance the unique character of the Jack London District right now as pressure for residential and office development continues to grow? What are the adverse effects that these ephemeral schemes may have on the District?
1293				Connectivity & Access		Also believes a wayfinding map may be necessary for businesses.
1294				Affordability & Equity		Consider specific policies to preserve existing low-income housing in the downtown core, including the Single-Room Occupancy hotels (SROs).
1295				Affordability & Equity		How do we ensure non-profits downtown are not displaced? Recommend contacting Chinatown Chamber of Commerce

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	Name	Affiliation	Source	Topic	Date	Comment
1296				Arts & Cultural Heritage		I would like to know more about the campaign for a 14th St Arts District that is proposed and hear from more local artists.
1297				Other		Possible communal shed for garbage may be necessary.
1298	Timothy Mulshine		Email to Planning Commission	Built Environment, Preservation & Housing	4/6/16	<p>There seems to be something of a disconnect between what the consultant is proposing and the reality of citywide RHNA housing goals, the Mayor's housing goals, the current, ongoing regional housing crisis and the larger global warming crisis. The document reads as the product of a process of public meetings where anti-housing activists on the left come together with anti-height activists on the right to dominate the dialogue and a consultant who doesn't have the political capital (or charge for that matter) to go against the will of the people who show up.</p> <p>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 crises mentioned above is absurd and 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.</p>

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	Name	Affiliation	Source	Topic	Date	Comment
1299	Sarah Fine	City of Oakland Public Works	Email	Connectivity & Access	4/18/16	<p>Transportation plans generally follows a typical track:</p> <ol style="list-style-type: none"> <li>1. Goals</li> <li>2. Existing Conditions</li> <li>3. Needs Analysis</li> <li>4. Recommendations</li> <li>5. Prioritization, Cost Estimates, &amp; Implementation</li> <li>6. Internal Outreach</li> </ol> <p>Typically the goals (#1) shape everything that follows. I'm noting this because when I read the Plan Alternatives Report, it was very difficult to understand what goal framework was being used to identify issues and to prioritize solutions. I find that in practice, plans that convey a clear path from goal &gt; strategy &gt; priorities make the best case for responsible expenditure of public dollars.</p> <p>Without being too prescriptive, I think it's important to incorporate a firm connection to a set of core transportation goals into the revised transportation scope for the Plan. This will ensure we're crafting a set of transportation project recommendations that address a need, are prioritized, and legibly correspond to well-articulated Plan goals—in all, that make sense for anyone reading the Plan.</p>
1300	Sarah Fine	City of Oakland Public Works	Email	Connectivity & Access	4/18/16	Goals & Strategies: Task: Propose new Connectivity & Access Principles
1301	Sarah Fine	City of Oakland Public Works	Email	Connectivity & Access	4/18/16	<p>Existing Conditions: Tasks:</p> <ul style="list-style-type: none"> <li>- Revise contextual comments for neutrality</li> <li>- Revise maps, collection additional data, and develop additional maps/analysis to inform existing conditions per Connectivity &amp; Access principles</li> </ul>
1302	Sarah Fine	City of Oakland Public Works	Email	Connectivity & Access	4/18/16	<p>Needs Analysis: Tasks:</p> <ul style="list-style-type: none"> <li>- Propose a needs analysis framework that identifies potential metrics to evaluate downtown Oakland transportation per the Connectivity &amp; Access principles</li> <li>- Evaluate downtown Oakland transportation through the metrics of the needs analysis framework</li> </ul>
1303	Sarah Fine	City of Oakland Public Works	Email	Connectivity & Access	4/18/16	<p>Recommendations: Again, this section is missing a principled framework that connects the recommendations to the original transportation goals of the Plan. Theoretically our needs analysis should point to clear areas for improvement, making this link easy! Below is a draft table connecting the Plan principles to general recommendations. This section could also benefit from a comprehensive set of maps identifying the proposed new networks and other improvements.</p>

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	Name	Affiliation	Source	Topic	Date	Comment
1304	Sarah Fine	City of Oakland Public Works	Email	Connectivity & Access	4/18/16	<p>Prioritization: Tasks:</p> <ul style="list-style-type: none"> <li>- Propose an evaluation framework</li> <li>- Apply the evaluation framework to proposed recommendations, grouping recommendations into projects where applicable</li> <li>- Prioritize the recommendations based on the results of the evaluation</li> </ul>
1305	Sarah Fine	City of Oakland Public Works	Email	Connectivity & Access	4/18/16	<p>Internal Outreach. Not part of the document, but a key piece of our work! I'd like to see the scope incorporate two distinct working groups to frequently advise on consultant technical approach, review interim deliverables, and provide subject matter expertise and other coordination benefits.</p> <ul style="list-style-type: none"> <li>- Core Team: Planning, Consultant Team, and PWA TFPD (Sarah) and TSD (TBD)</li> <li>- Technical Advisory Team: Core Team plus liaisons from AC Transit, BART, ACTC (once a month or as deliverables/need arises)</li> </ul>
1306	Sarah Fine	City of Oakland Public Works	Email	Connectivity & Access	4/18/16	See Sarah's in-depth comments from 4/18/16 for recommended restructure (or necessary elements) and content for the Connectivity & Access section
1307				Connectivity & Access		Visitors are unsure as to best place to park.
1308	Deborah Boyer	The Swig Company	Email	Built Environment, Preservation & Housing	6/7/16	agree w/ letter written by SPUR; alternatives proposed are too timid and greater density should be encouraged