

Plan Downtown

11/23/2015

Comments Received (via Email, Hard Copy Surveys Letters)

Date	Comment
8/31	Inquiry into why Chinatown isn't included in DTSP boundary
9/1	Concern about why DTSP team is not reaching out to all potential community members. Concern that the city is not protecting the poor, but instead focusing on the wealthy
9/1	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
9/4	Request info on parking study status, what is being done to reduce "bundled" parking req., reduce residential parking req., and support measures of non-private auto travel along Broadway corridor (carshare, bike, shuttle, bike parking), coordinating use of existing parking structures currently closed at night
9/4	What kind of "shopping" will be included in DTSP, and who target market will be
9/5	Wondering why Gold Coast neighborhood is within boundaries of Downtown Specific Plan since it was recently rezoned
9/8	Wants to partner with DTSP team. Works for design/production company specializing in authentic placemaking with historic context
9/11	Wants to partner with city to do "Live LEGO Builds", potentially for charrette sessions
9/13	Drivers drive at excessive speed at the intersection of 17th St and Madison. Supports restoration of traffic to two-way streets, with fewer and narrower lanes
10/8	Lives in Old Oakland 13yrs. Make downtown more family-friendly. Not enough family friendly amenities, family sized housing (more 3 bedrooms, more variety for income and size).
	Children are indicators of urban health and great neighborhoods.
	Engage youth, parents.
	More stroller parking, outdoor family dining, youth street art, child-friendly streetscaping (bench, parklets, farmlets, bike racks). '
10/15	Facebook event post unclear about location of Hands on Design Workshop. 3 locations listed.

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10/17	<p>We demand the City of Oakland proclaim the Black Arts Movement Cultural and Business District along the 14th Street corridor, from Martin Luther King, Jr. Way to Alice Street and beyond. It will be an Afro-centric sacred space for people of good will and positive consciousness to gather and express themselves freely as divine beings in human form.</p> <p>Circulating a petition to support the Black Arts District</p> <p>Blackbird Press Blog (excerpt) www.blackbirdpressnews.blogspot.com: During the 1960s North American Africans in Oakland suffered a military defeat by the US Government's Cointelpro, the effort to prevent the rise of a black messiah and the liberation of the Black Masses. The revolutionary Black Panther Party was ultimately defeated on the streets of Oakland by police, military and intelligence agencies of America. See Stanley Nelson's film Black Panthers, Vanguard of the Revolution. Fifty years later we are still fighting the police, miseducation of our children, urban removal (now called gentrification), joblessness and incarceration; still suffering traumatic slave syndrome, unresolved grief and a pervasive toxic environment.</p> <p>Culturally, housing for North American Africans is disappearing rapidly, artistic institutions are few and funding is minimal while European American art and cultural institutions flourish, especially in the downtown area.</p> <p>Richard Wright said it best in Native Son, "Your very presence is a crime against the State!...."</p>
10/19	<p>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.</p> <p>2. Encourage family sized housing for a range of incomes and household sizes. Emeryville (http://www.eastbayexpress.com/SevenDays/archives/2015/10/16/facing-the-housing-crisis-berkeley-and-emeryville-lawmakers-are-advancing-numerous-solutions-but-not-oakland) has already stepped up and is offering incentives for developing housing for a range of incomes and household sizes.</p> <p>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. https://www.cmhc-schl.gc.ca/en/inpr/afhoce/afhoce/afhostcast/afhoid/cohode/deflho/deflho_001.cfm</p> <p>4. Ensure a safe downtown. Families provide a form of surveillance of undesirable activities near nightlife, and therefore supplements such land use.</p> <p>5. Engage all neighborhoods downtown. Old Oakland neighborhood leadership knowledgeable about family friendly downtown</p>

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	<p>Learn from other cities to make downtown and city family friendly. City of Seattle referenced : http://www.seattle.gov/Documents/Departments/SeattlePlanningCommission/AffordableHousingAgenda/FamSizePC_dig_final1.pdf A few of the many cities promoting family friendly cities and family-sized housing include: Vancouver: http://www.planetizen.com/node/58567 Minneapolis: http://www.planetizen.com/node/58567 Washington DC: http://greatergreaterwashington.org/post/25999/dc-proposes-an-incentive-for-three-bedroom-apartments/ Columbus: www.dispatch.com/content/stories/home_and_garden/2015/07/12/01-more-rooms-for-renters.html</p>
10/20	Will there be outreach to business owners (retail specifically) to get input on the specific plan?
10/20	Saw the event was being recorded. Wondering if the video is online.
10/19	<p>Proposal for network of protected bike lanes (includes map of proposed streets)</p> <p>The protected bike lanes proposed can be one-way on each side of the street protected bike lanes (shown above here) or two-way cycle track style bikeways (shown below)</p> <p>Each protected bike lane includes a vertical, physical element between the bike lane and moving traffic</p> <p>On one-way streets for cars, two way travel can be provided for bicycling, with either protected design shown here</p> <p>Intersections include sufficient elements from the NACTO Street and Bikeway Design Guides, and the FHWA Separated Bike Lane Design Guide for safety and comfort.</p>
10/21	Informing Plan Downtown team about Public Design Fair where the public could respond to potential installations in Downtown. Event from Nov 5-7, 2015. Possible opportunity for collaboration.
10/21	<p>Need to protect produce market in JKL. "Invaluable remnant of waterfront activity"</p> <p>Preservation approach to three areas: -Produce Market -Lower Broadway historic commercial and small industrial buildings, and -Waterfront Warehouse National Register District, as the real Oakland texture and authenticity that will help support the port area, the new housing, and activities further up Broadway.</p> <p>Waterfront Warehouse National Register District as an authentic support mechanism for port area, housing, and street activities throughout Broadway.</p> <p>Need for developers to integrate historic buildings/features into building plans. FOLLOWUP!!! take self-guided walking tour brochure for the Waterfront Warehouse District speak with Gary Knecht, who owns a converted warehouse in the Waterfront Warehouse District and knows as much about it as anyone. Knechtgary@aol.com. I believe you have already discussed the western side of Broadway with Vivian Kahn, another extremely knowledgeable person in the area.</p>

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10/21	<p>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.</p> <p>Possible communal shed for garbage may be necessary.</p> <p>Also believes a wayfinding map may be necessary for businesses.</p> <p>Visitors are unsure as to best place to park.</p> <p>Suggests FAQ to be distributed to businesses, as to who to contact for common situations such as trash in trees, dead branch.</p> <p>The use for this is so that SMBs can help take care of community.</p>
10/23	<p>Asked for copy of stakeholder meeting schedule. Could not be found on website</p>
10/26	<p>Feedback on Online participation mechanisms, SpeakUp PlanDowntown; 1) SpeakUp not coordinated with Dover Kohl charrette work. Not obvious of meeting schedule. Needs link back to main DTSP website. 2) Confusing mash of buttons in header space of SpeakUp. 3) Hierarchy of Discussion>topics>comments is confusing. Not obvious how to use. Too many jumps to get where necessary. Admin only restriction on new topics strongly limiting comments. Suggestion: create themed topics such as arts, affordable housing, streets AND/OR reduce to one topic. 4) How to enter idea related into PlanDowntown process? Not clear. Is comments being tagged, segregated by avenue...email, speakup, etc? 5) Needs community manager to oversee online civic engagement.</p>
10/27	<p>Suggests looking at Eastern Market in Detroit as inspiration for similar facility/concept in Downtown Oakland: http://www.easternmarket.com/ "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."</p>
10/27	<p>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.</p>
10/27	<p>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</p>
10/27	<p>Request to add Susie Levy and Anna Lee onto contact list and to follow up with Placeworks</p>
10/27	<p>Request for historic photos of pre I-980, Request for someone to speak to Landmarks Board about DTSP plan and process</p>
10/27	<p>Parking for 25th Street Gallery Owners: Strongly disagrees with removal of zoning requirement of developers not building equal # of parking for each livable space. Clients from regional area find it difficult to park near business already. People are fighting over existing parking space already. Elimination of requirement excludes senior and disabled population, new development will be for young and mobile.</p> <p>The number one complaint about this area is NO PARKING, number two SAFETY (i.e., frequency of muggings, not enough street lights;</p> <p>Parking is even more pressing with talk of drawing more retail businesses to open.</p> <p>Safety issue on streets as well; Not enough streetlights, consider frequency of muggings.</p>
10/27	<p>Major struggle for people to find parking: people that work, live, and visit area. Echoes concerns of Gallery owners near 25th St.</p>
10/27	<p>Echoes concerns of Gallery owners near 25th St. Proposed 85' high building on 25th is out of scale with rest of neighborhood, will block sunlight into skylights into galleries on the street. Parking is a major problem, and will be exacerbated by the proposed building.</p>

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10/28	New 25th st proposed development out of character with Art Murrur community. Very little parking available. At this point parking is a huge issue and if developers designate even 1 spot per household -there would likely be scores of more people vying for the scant few parking spaces we have.. Please do not allow this -either by permitting a zoning change that would enable developers to go over 45 ft (which is already 20 ft higher than all but one other structure on the block)-or giving them rights to have fewer parking spots. It would be best to limit new construction to commercial only -so the activities of
10/29	Invite to Dover Kohl team to meet with Old Oakland Neighbors and take a tour. Vacant and developable land available in Old Oakland.
10/29	<p>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.</p> <p>Problems with Northgate (as reported by the neighborhood group):</p> <p>980 bypasses 2-3 possible commercial retail districts</p> <p>No eyes on the street: auto break-ins, dumping, graffiti</p> <p>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.)</p> <p>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</p> <p>Proposed solutions (reported by neighborhood group):</p> <p>make Northgate a destination, a place to be</p> <p>address safety: first: crime reduction, second: increase ped safety with traffic calming/elimination</p> <p>cleanliness</p> <p>green</p> <p>business</p> <p>reduce noise, primarily from automotive-related travel (freeway)</p> <p>SMALL (near term projects):</p> <p>Put in bike repair kiosk</p> <p>Buddhist Shrine</p> <p>Art Wall /mural space</p> <p>Dog Park</p> <p>Library - mobile or semi-permanent library</p> <p>Portable Business Park / Food Truck lane</p> <p>MEDIUM (Mid-term projects):</p> <p>Street Closure</p> <p>Permanent Portable business park (i.e. Proxy –www.proxysf.net @ 432 Octavia, in Hayes Valley San Fran</p> <p>Portable Library Branch (semi-perm. Fixture)</p> <p>Community Garden in Cal Trans ROW</p> <p>Portable Rec Dept. After School Program</p> <p>LARGE (Long-term projects)</p>

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	street closure, ped blvd Housing with affordable housing, and ground floor commercial Park and play structures Landscaping with tree line bike way End 980 at 27th Street and divert 'freeway to surface traffic' to Telegraph, MLK, and San Pablo
10/29	Not enough African American participation in DTSP. Black Arts barely mentioned in Paramount Work In Progress Presentation.
10/29	City Attorney is suing Wells Fargo for predatory lending to city. WF was engaged in profiteering from El Chapo drug cartel. Justice Dept fined WF \$50mil. If WF loses case against city, WF is required to relinquish the profit in construction of 1) affordable housing, 2) property tax revenues [additional] to pay \$25+/hr, 3) property owners victimized by banks under then Attorney General Jerry Brown should be compensated.
10/29	1) Keep housing affordable so that current residents aren't displaced. 2) Understands there may be need for more density, but don't make it only luxury units. Otherwise burden would be on the poor to live further away and own cars. 3) Preserve historic buildings, create charming districts. Dislike cookie cutter big box vanilla structures. Buildings should have unique character and blend with Oakland's historic structures. 4) Supports Oakland being bikeable, but not as a bike-only city. Weigh pros and cons of bicycle / motor traffic plans. Bikes are generally for the younger Oaklanders and some of the bike lanes are confusing (40th St. green bikeway - confusing as to who has the right-of-way) 5) Add more urban-format landscaping and open spaces. add more landscaping, green areas, and smaller open spaces/urban parks and maintain them (likes Emeryville smaller urban open spaces; well taken care of) 6) Provide local job opportunities and training programs for local population. (likes the idea of job training and local job opportunities promised by Uber) 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
10/30	looking for a list of development projects in Oakland
11/2	Agenda for what the artist community wants. See attachment. OCNC Core Principles: Upholding cultural equity framework development without displacement investment in creative sustainable neighborhoods throughout the city prioritizing residents from historically underrepresented communities Restore Cultural Arts Commission to administer public art fund Want Fully-staffed cultural arts department Investment in creating arts districts in underserved neighborhoods Want roadmap that prioritizes cultural equity, underserved communities, and leverages cultural community into economic investment Cultural protection ordinances to preserve cultural diversity

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11/2	<p>Active spaces are missing from designs, even though discussed slightly. Passive spaces are certainly addressed. With additional residential, active spaces are big factors in quality of life.</p> <p>Perhaps the 980 corridor (best) or the waterfront (2nd choice, bc its a little off the beaten path) becomes a strip park. Fields for soccer and other sports, tennis, volleyball, raquetball-type courts, playgrounds, dog parks, public swimming pools for kids/families and also for adults laps/athletic, skate park (teens!), running trail, bike trail, skate trail, walking trail (all separate for safety bc they all go different speeds...), general parks for tai chi and being able to toss a frisbee.</p> <p>I moved out here from NYC, on my way out they were constructing the lower west side Hudson River Park. I couldn't find anything online that represented my memory of it but here's this:</p> <p>https://en.wikipedia.org/wiki/Hudson_River_Park</p>
10/27	Wants to get involved as member of citizens committee to help visioning process
10/31	<p>Sees a case for planned parking as part of a economic strategy in downtown. Suggests looking at Woehr, a designer of integrated, dense parking structures in luxury buildings as well as municipal garages</p> <p>http://www.woehr.de/en/</p>
10/28	Don't set height and density limits too low. Allow for much more housing building. Allow mixed use. Allow dorms + boarding houses
10/28	Eliminate parking requirement
10/28	Don't get too excessive, restrictions that grow or prevent housing development
10/28	INTEGRATED affordable housing – mix free housing for homeless with affordable market rate units on Parcel 4
10/28	More affordable office + maker + artist office spaces. Incubation spaces for new non-profits
10/28	We need a department store, closest is in Emeryville, which is ridiculous!
10/28	Cars should be slower in downtown, but transit should be fast. Transit streets should have dedicated lanes & other features to enable fast, efficient, frequent surface transit service.

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10/28	Need to consider how to make it safer to walk at night.
10/28	Don't add diagonal parking. It looks ugly & suburban. Use street space for bikes, pedestrians, & transit. Parking should be parallel only
10/28	Figure out a way to make these ideas affordable
10/28	Parking lots do not need to be eliminated. Parking is already challenging
10/28	TECH =GROWTH
10/28	Access to tech/training
10/28	Quantity of new housing
10/28	YES! The way to help small businesses be able to continue to afford to pay their rent as these companies are buying up the buildings
10/28	Motorcycle + scooter parking – like
10/28	Downtown San Francisco – two wheels is the future – less cars more better
10/28	Public parking ? Can't make it IMPOSSIBLE to visit on 4 wheels
10/28	Impose height limits in key areas. So one or two buildings don't tower over the rest.
10/28	Public spaces are great, but what do we do with them? Let's increase Oakland cohesiveness (go Mayor Schaff!) and celebrate Oakland Day when we have turned a corner.

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10/28	Please don't reduce parking, make downtown accessible to ALL modes of transit!
10/28	More bike friendly. Less traffic lanes, more bike roads
10/28	Trees trees and more trees and people properly trained to care for them
10/28	27th St & Broadway. Former restaurant-use should be used for community theater discussion space and café. (close to 4 senior living communities)
10/28	No building on shore in Lakeside Park at end of Thomas E. Berkeley Way 20th St. (what is shown??)
10/28	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?
10/28	What is happening to the round building at Broadway and 27th St
10/28	Please add benches along all walkways for seniors
10/28	I love the arts in Oakland, but you are wasting over time with these songs & poetry. I came here to learn about & comment on plans for Downtown Oakland. I can listen to music & poetry on my own. Please stay focused on the planning. I didn't leave work early to hear poetry.
10/28	Please improve your communication. I didn't know what to expect tonight. Your public notices should be more clear about content & goals of public outreach.
10/28	Mtwing 17th St at San Pablo a public plaza will not be feasible with bringing cars into area from freeway. I like the idea of helping that intersection but it is a not for pathway for vehicles.
10/28	Leverage the people here and their networks by creating easy ways for them to share and get more though the ~80 people that are here

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10/28	Do not allow high rise construction to “wall off” waterfronts – Estuary or Lake Merritt!
10/28	Closing Northgate will help revitalize Telegraph in KONO and Martin Luther King, Jr Way from 27th St to Grand Ave
10/28	What is the maximum build out for identified infill? What % “affordable”?
10/28	I-980 to converted to a boulevard now BART like underneath!
10/28	Howard terminal to development + public rec. space
10/28	Ped + bikes, street trees, etc., complete streets
10/28	Fostering creativity
10/28	Maintaining diversity
10/28	Youth Empowerment Zone! (this was in the video)
10/28	Green areas and facilitating bicycle and pedestrian mobility trees!
10/28	Remove parking minimums
10/28	Make it easier for small developers to build densely on small parcels

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10/28	Improve city with new development, not by stopping it
10/28	DO NOT like San Pablo shared space, as pedestrian I do not want to share my space with cars
10/28	Very much support I-980 teardown! Also consider burying I-880.
10/28	Support The Latham Square long-term street car plan. Please keep in mind pedestrian needs crossing at this area.
10/28	"Complete Streets" à Narrowing & adding pedestrians / shuttles trees / bikes
10/28	Kill 980
10/28	Don't victimize black community displaced in 1980's – NOT GENTRIFICATION
10/28	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!
10/28	Waterfront ballpark, or recreation area. Will draw people together. Foster more human interaction, like the successful DD renovations at Lake Merritt.
10/28	Eliminate parking minimums – make housing more affordable.
10/28	Protected bike lanes, Oakland streetcar, Streets for people
10/28	Reduced speed on streets converted from 2-way to 1-way
10/28	Bus Rapid Transit – as much like light rail as possible

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10/28	Protected bike lanes
10/28	Park & housing on Northgate Ave
10/28	Yes. There should be a plaza/through space, view corridor on this block between Post Office, Library, and Hotel Oakland!
10/28	17th Street – Why no protected bike lane? See Salt Lake City for best proactive protected intersection.
10/29	If you have promotional cards, I can use two or three thousand to give out at Academy of da Corner, 14th and Broadway and on Lakeshore. Do outreach to students at Laney and Merritt Colleges.
11/16	Requests Work-In-Progress Presentation Document because unable to access webpage
11/9	Would like to know current DTSP status, schedule, implementation
11/10	<p>[Background on Old Oakland Historic District] Plan Downtown's consultants will have to work with the City to make sure that a thoroughgoing review of the expanded Old Oakland area is documented and commented upon by a subgroup of planners, architects, preservationists, stakeholder community groups (like OONA) and retail leasing experts, so that, instead of destroying existing historic stock within the perimeter of John's circle, Oakland can create a more holistic vision for the area – something that includes a compelling retail mix to ensure that success as a regional destination will ensue as a proper counterpoint for the rest of Broadway – an overdue connection between Jack London and City Center. Enhance Old Oakland by expanding its perimeter to embrace the original six-block project area!</p> <p>Preserve the Produce Market by converting it to retail shops and stores once the produce wholesalers have been safely relocated to a more modern, super efficient, less polluting West Oakland or Army Base site!</p> <p>Design an effective, pleasing-to-the eye underpass environment. Underpass is prime marketing opportunity, a gateway to JKL.</p> <p>Yet a new and much more capacious structure can be built [near site of county buildings at 880 & Broadway], similar in scope to the fabulous, Calatrava-designed World Trade Center Transportation Hub...</p> <p>http://ny.curbed.com/tags/world-trade-center-transportation-hub</p> <p>...For Oakland to have its own Union Square, it will have to face onto Telegraph..the vacant lot at 18th St and Telegraph should be Oakland's own Union Square (heart of town ringed by its best and brightest retail stores)</p> <p>DTSP needs to incorporate Demand Response Transit (Uber, Lyft, Sidecar, Shuddle, etc) into the framework of its maps, pages</p>

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	<p>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.</p> <p>Looking at the innovative steps that Indianapolis took with its Artsgarden...</p> <p>https://www.google.com/search?q=artsgarden+pix&tbm=isch&tbo=u&source=univ&sa=X&ved=0CB0QsARqFQoTCLGFk9XlhMkCFQLFYwody3MJ7g&biw=1230&bih=636</p>
	<p>Follow through on the plan! Make sure it is implemented, and not sit on a shelf.</p>
11/5	<p>See full email for pictures the vision of the Black Arts Movement.</p> <p>Located along 14th St, from MLK to Alice. Honors Elihu Harris, C.L. Dellums statue at Oakland Amtrak Station, the Ronald V. Dellums Federal Building, Frank H. Ogawa, Oscar Grant, bust of John B. Williams, Geoffrey's Inner Circle, Joyce Gordon's Gallery, Office of Post News Group, Mural of Michael Lange</p>
11/2	<p>Doesn't think parking structure would be helpful, because residents will still choose to park in the streets</p>
11/2	<p>Build three more floors onto parking structure at Telegraph near 22nd St, or build another parking structure</p>
	<p>Think about how to preserve SROs for affordable housing, through zoning or other regulations (not converting them to hotels). Perhaps let them use historic tax credits. Vulnerable population with no where to go. SROs are the original high density mini-units. Otherwise, large numbers of homeless on the streets</p> <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: http://www.ucpress.edu/book.php?isbn=9780520269927, 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> <p>fine-grained zoning appropriate for historic preservation is desperately needed on both sides of the street at lower Broadway, Produce Market, Waterfront Warehouse District, Jack London District as a whole—with low F.A.R.s and perhaps looking at TDRs in these areas in particular. Prioritizing work-live over live-work would be good on the western side of Broadway, particularly. Keep the F.A.R. in the produce market at 1.5. We should not propose putting towers on top of small old buildings. Build elsewhere, such as on our many parking lots. This is our only chance to enliven the sterile developments that the Port has inflicted upon our waterfront, and should be a way to enhance the sense of place around there.</p>
10/30	<p>Actively encourage arts and small independently-owned business uses in historic buildings. Think about zoning protections and property incentives to keep rents low. Buffer zones should be established, so that FAR will be moderate. Conflicts in land use should not be created, because arts uses want to have vehicular access, parking, and ability to make noise.</p>

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	<p>Don't spend too much time re-planning Howard Terminal waterfront. Resources should be spent in areas with strong likelihood of getting things accomplished. we could spend an unconscionable amount of time focussed on that, only to have sea-level rise, the Army Corps, the Port, or the State of California reversing any plan we might make. Take a look at the new study on a marshlands approach to preserving the bay, issued last week. www.baylandsgoals.org</p> <p>Want good zoning structure and EIR for healthy change from the plan first (before long-range ideas such as 980 take up all attention)</p> <p>Look at options for family-friendly development. Think about schools, parks, playgrounds, and safer pedestrian conditions.</p> <p>Parks and trees are good, but include ideas for maintenance. How do we fund this? are planners aware of heron-nesting in downtown Oakland? http://www.sfchronicle.com/bayarea/johnson/article/Oakland-s-black-crowned-night-herons-backed-by-6205065.php and http://goldengateaudubon.org/blog-posts/art-flash-mob-for-oakland-herons/</p> <p>Do not add buildings to Lakeside park. Suggests rehab of Fire Alarm Building, the art and science children's program building</p> <p>Think about freeway underpasses at 880. I'd add that the City's own police department parking area under the freeway may be something that is worth looking at, AND within the city's control. There must already be an extant agreement between CalTrans and the City to allow all those police cars to park there. Is this helping the pedestrian-friendliness quotient of that crossing?</p>
	<p>Promote & Build & Design for Lots of Greenery/life. Are there grants we can apply for more urban forestry or where development is encouraged to plant drought resistant greenery?</p> <p>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?</p> <p>How can our zoning changes & other proposals incentivize & push land bankers to sell/lease properties?</p>
11/18	<p>Issues w/ proposal to replace portion of I-980:</p> <p>analogy to Central Fwy and Embarcadero Fwy (in SF) demolition is not relevant</p> <p>980 serves major connection or origins and destinations along east shore including City of Alameda and east Oakland. Limited opportunity to divert trips b/w those areas and areas served by 980 and 24 east of Downtown</p> <p>Questions the reporting of Average Daily Trips (ADT); suggests that actual volumes, according to the CA Highway volumes as high as 113,000 ADT</p> <p>Suggested location of BART station using 980 right-of-way makes no sense; This would locate BART station 5-6 blocks from existing alignment (need alignment parallel and within one block of existing BART)</p> <p>Streets can serve as barrier to ped crossing/activity</p> <p>require an EIR and increases in air emmissions and noise levels likely</p> <p>Seattle's Jim Ellis Fwy Park that spans I-80 in downtown Seattle is a far more appropriate model for 980</p> <p>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</p>