

Oakland General Plan Technical Advisory Committee: Meeting I Notes

DECEMBER 2, 2021

ATTENDEES

City Staff

- Lakshmi Rajagopalan, Planning & Building, Project Manager
- David Findlay, Planning & Building
- Audrey Lieberworth, Planning & Building
- Bill Gilchrist, Planning & Building
- Laura Kaminski, Planning & Building
- Khalilha Haynes, Planning & Building
- Alicia Parker, Planning and Building
- Michael Branson, City Attorney
- Joanna Winter, Department of Race and Equity
- Emily Ehlers, Dept of Transportation
- Audrey Harris, Dept of Transportation
- Eric Simundza, Economic and Workforce Development
- Melinda Drayton, Fire Department
- Darin Ranelletti, Mayor's Office
- Yvonna Cázares, Mayor's Office
- Jamie Turbak, Oakland Public Library
- Diane Tannenwald, Oakland Public Library
- Dana Riley, Parks and Recreation
- Hank Phan, Parks and Recreation
- Daniel Hamilton, Public Works
- Carina Lieu, Youth Advisory Commission
- Carina Lieu, Human Services Department, Children Youth Services
- Christia Katz Mulvey, Housing Development
- Brian Warwick, Housing Development

Agencies

- Maria Dominguez, Alameda County Public Health Department
- Nathan Landau, AC Transit
- David Ralston, Bay Area Air Quality Management District (BAAQMD)
- Tim Chan, Bay Area Rapid Transit (BART)
- Tadashi Nakadegawa, Oakland Unified School District (OUSD)
- Ada Chan, Metropolitan Transportation Commission-Association of Bay Area Governments (MTC/ABAG)

Consultants

- Rajeev Bhatia, Dyett & Bhatia
- Alison Moore, Dyett & Bhatia
- Matt Alvarez-Nissen, Dyett & Bhatia
- Mayu Tanaka, Dyett & Bhatia
- Diana Benitez, Just Cities
- Elena Serrano, Eastside Arts Alliance

AGENDA

Introductions and Role of TAC

Phase I Project Goals and Objectives

Community Engagement Approach

Key Issues Discussion

Housing/Land Use

- Housing Department has proposed 50% of funding toward new construction and 50% toward acquisition and protection. To meet RHNA for next few years, need \$320 million (City contribution for units). Funding mechanisms needed as much as space
 - Addressing homelessness- budget needed for operating costs
- Working on City ADU funding program in addition to Chan Zuckerberg Initiative and County ADU program. City program would seek to promote units through new construction or legalizing existing units
 - Funding would be targeted toward low-income homeowners but would not include longer-term affordability restrictions
- A comprehensive vulnerability assessment is needed (including a sustainable sea level rise map update) to provide key information for housing siting
- In accordance with Planning for Healthy Places guidelines, new housing density should be cognizant of pollution sources, microclimates, etc., especially for residents of affordable housing and sensitive uses

Economic Development, Industrial Lands

- Balance older base of industrial tenants with new crop of industries
- Need to manage conflicts between residents and industrial tenants—land uses in Oakland are not separated as much as other communities
- Address how post-Covid landscape and demand for retail shapes land use

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- New uses for ground floor mixed use could include manufacturing
- Vision for industrial uses:
 - Life sciences- attracting these is huge priority for the City. Some efforts underway to attract life sciences/convene partners
 - Logistics- City believes there are higher value uses than logistics for industrial land, desire more jobs per square foot
 - Issues with port-serving uses and land use conflicts, routes that serve these. Need to understand which uses/businesses are port-dependent
- City is going beyond overall picture to looking more specifically at individual corridors
- Clusters and competitiveness. Understand the city's advantages and build upon those. E.g., we have a health cluster – how can that be tied to others?
- Anchor businesses: In tandem with pursuit of anchor businesses, what can the City do to set up entrepreneurial or employment communities, or infrastructure of other supporting businesses? Need to vertically integrate for economic advantage

Transportation (including Regional Efforts)

- Link21: Currently very early planning phase, no preferred alignments identified at this time. Ongoing conversations with OakDOT and Planning Dept on potential opportunities
- Concerns about transit-oriented development (TOD) and displacement- how to improve connections, while also serving existing communities around them
- Parking: For parking discussions, there needs to be available a deliverable suite of access options, in addition to funding for improvements, services, etc.
 - Example: Challenges of valet program: capital vs operating costs. One thing to do pilot, another to continue shuttle service for 5-10 years
 - Parking is huge constraint to housing development and needs to be looked at closely as part of Housing Element
- Vision 980: working with Caltrans on vision plan, study of different alternatives. Not just about transportation needs, but community housing needs, and how to better connect/reconnect and restore neighborhood connections across 980
- Transit: Mobility within the City is an issue. City does not have a school bus system. AC Transit too expensive for some. Need to make transit free for youth. Shuttles – great idea, but need to be open to all and not just to some businesses.
- Mobility. Need to think visionary – how will people get around in the future; maybe microbility (like scooters) are a last mile/short trip solution – and we don't need transit for these shorter trips. How do we accommodate these – on the road and parking? City provides?
- Current City efforts:

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- East Oakland Mobility Action Plan
- Replicating work like the Air District's West Oakland Community Action Plan to reduce air quality inequities
 - Comprehensive plan on Grand Ave to connect to corridor, provide safer options.
- Paving plan, Bike and Pedestrian plans
- OakPark: Includes reimagining what dynamic parking pricing, location and availability looks like in different neighborhoods
- Ideas for the future: exploration of residential permit parking program expansion; reinvigorating public parking garages based on reservation system (technology and innovative ways); ensuring ADA compliance; delivering safety projects (e.g., Safe Oakland Streets initiative); policies for more nimble responses to any transportation needs (e.g., Slow Oakland streets program and Essential Places)
- TODs- communicating what shift from level of service (LOS) to vehicle miles traveled (VMT) looks like as outcome to residents and visitors
- Transportation Demand Management Plan- transit subsidies, reducing parking. Beyond new developments providing subsidies, also ensure services are dispersed more equitably to neighborhoods without development requirements.
- 15 minute neighborhoods- changes to way people get around.
- Mobility gap- How do we address transit gaps in communities?
 - Ideal situation- Prioritize existing transit services, also explore Transportation Management Associations (TMAs)
 - Example: Mission Bay TMA membership base provides shuttle/bus.
 - Incorporate new technologies

Open Space/Recreation and Historic Preservation

- Focus on race in OSCAR update to address inequities. City has prioritized larger parks for maintenance in more affluent areas. This affects smaller parks in less affluent areas- more homeless encampments, etc.
- Think beyond private green space in housing. Added population affects community/neighborhood parks. Need funding stream for additional park space.
- Measure Q supports maintenance. Public works department does park maintenance. When city goes through budget shortfalls, parks and tree services is first point of cutting. Has not recovered from cuts in 2009.
- Alternatives forms of parks/open space: linear systems, trailheads, cultural spaces as part of open space

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Environmental Justice and Equity

- Equitable Climate Action Plan (ECAP) can serve as model- implementation guide already created, overlaps with many GP topics. ECAP structure- 40 action items, 40 differently defined frontline communities.
 - Have discussions about defining frontline communities early on; they are foundational to other conversations.
- Address equity in infrastructure (e.g., electric vehicles)
 - Examples: Bike/pedestrian infrastructure, stewardship jobs, air quality, mitigating emissions
- Grassroots neighborhood planning, participatory budgeting in CIP program, budgetary programs, as way to participate in planning process over next 15 years
 - Revisit neighborhood planning in city's budgeting
- Considerations for youth:
 - Need for more spaces that are safe to recreate and gather. New development/ redevelopment can mean new community resources: Coliseum could have satellite City Hall, improved connectivity between the BART station and surrounding neighborhood, and improved safety
 - Access to electric vehicles for youth and low income households. Free access to transit for students (AC is primary transit, no districtwide school bus)
 - Connecting schools with access to career ladder jobs in transit, green infrastructure jobs, training, academic support, mentorship
 - Transitional age youth housing (ages 16-24)- youth who can't afford to live in Oakland. Example: Intergenerational housing in Emeryville

Safety/Climate Change/Adaptation

- Recently updated tree inventory and preliminary resiliency assessment (2017)
- Local Hazard Mitigation Plan (LHMP) was adopted earlier this year; projections are better than the Sea Level Rise Roadmap

Other Topics

- Desire to think creatively; "we shouldn't be constrained in thinking about what this GP should be"
 - Rethinking land ownership and zoning
 - Includes metrics for addressing equity (look to Downtown Specific Plan)

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- Should be digestible, visionary/in service of a community we want, and reflective of how people live their lives rather than traditional categorical/element-structured planning silos
- Provide flexibility and a range of opportunity for a changing future
- General Plan should foster coordination among departments and organizations
 - Example: For MTC TOD project grants, how do we coalesce and apply for grants together as opposed to competing. Use GP to generate consensus and intentionally work together on a few key projects
- Be creative about partnerships. Some agencies have significant land resources
 - Vision for Coliseum as anchor tenant, connected through greenways, safe commuting options for parents and recreational opportunities for kids
 - Public private partnerships with businesses for economic development- not every child wants a college degree, develop training opportunities to support