

Phase 1

**Attendees/Organizations:**

- Demond Simmons- Oakland Fire.
- Zack Adinoff- Oakland Fire EMSD.
- Rajeev Bhatia- D & B
- Brandon Harami: Mayor's Office.
- Mike Gougherty- San Francisco Ferry
- Daniel Findley: Planning & Building
- Maura Bonnarens- EBMUD
- Lakshmi Rajagopalan- Planning and Building
- Mark Leong- Caltrans Office of Regional & Community Planning
- Khalilha Haynes- Planning & Building
- Michael Branson- Deputy City Attorney for the City of Oakland
- Tim Chan- BART
- Aileen Mendoza- Alameda County Department of Environmental Health
- Stephanie Skelton- Planning & Building
- Brendan Moriarty- Real Estate Manager, Economic and Workforce Development
- David Ralston- BAAQMD Planning
- Eric Simundza- Acting Business Development Manager, Economic and Workforce Development Department.
- Allison Moore- D & B
- William Gilchrist- City of Oakland
- Brandon Harami- Oakland Mayor's Office
- Kristen Zarema- Cultural Affairs/Economic & Workforce Development

**Discussion:**

Mi Kyung Lew: Height changes for specific areas, was it based on certain parameters, also curious about missing middle. How do the high resource areas fit in with equity? What is the racial equity index, how does it tie in with equity factors? With these increased densities, how will that be tied into City owned assets, such as community centers or parks?

- *There are areas that we are looking at near the BART stations and transit corridors, as well as in high resource areas, some of that was reflected from public comment, as well as the state from reviewing the housing element, which also reflect increases in density. We want to allow for maximum development at the Rockridge BART station height. We have missing middle changes in heights and density, to allow 4 units per parcel, and allowing higher heights for that development to occur within those parcels. Some of the comments we received during review was to increase height more so in high resource areas, along Claremont, College, Montclair, Glenview. This is the first phase; we are making specific zoning changes for increasing density. In Phase II the intent is to do additional zoning changes, and potential increases in height. We have been looking at where the publicly owned lands are, and we have been looking at increasing*

*densities in those, as well as the affordable overlay zone. When we get into Phase II when we look at the LUTE element, we will be looking at the need for land for parks and fire stations and libraries, and other uses in the city as well.*

Ada Chan: Noticed that in Oakland we have commercial corridors where the sun goes down the corridor, versus the one where the sun hits the corridor, ex the laurel MacArthur area, the sun hits the corridor hits head on, when shadows are created due to increased heights, when is the more nuanced thinking going to occur? Also how do you communicate with density bonus, how have you communicated that to people? Example High Street Project. How can we force more affordable housing. Be cautious when you think about commercial corridors, and the sites that are changing, how do we make sure that the small grocery store business stays as a business and not becomes a land, we want to keep the functionality of the corridor.

- *When we do the zoning, we look at the density with what we are wanting with what zoning allows. It is hard to say because they can ask for different concessions and wavers. That could be extra height, reduced setback, open space. It is hard to predict what that might be. San Francisco has more refined standards regarding sunlight into the street, Oakland doesn't have that, so that would be a question for planning staff. San Francisco is under challenge by the state, one of the biggest exercises in the housing element is reducing constraints. The City is developing Objective Design standards, to the extent that the same standards can apply to both sides of the street.*

Aileen Mendoza: Do you consider facilities that handle and store chemicals when planning and filling high density housing around these hazardous areas? I'm referring to existing hazardous materials and chemicals.

- *We have an overlay zone in the city its limited where hazardous materials can be located, we have specific overlay. In our industrial zones we don't allow residential developments in those zones.*

Bryan Warwick: Overall it's a step in the right direction, I think that it's a mistake to only upzone commercial corridors, and leave the neighborhoods essentially the same, commercial corridors are generally the most polluted streets because of traffic. I also believe there should be more flexibility with ground floor commercial uses.

- *As we are upzoning other areas besides just the commercial corridors, as well as increasing some height and density with some of the residential zones. As far as affordable housing projects there isn't enough overlay that would allow it in a larger area, planning shares those concerns, as far as flexibility that is one of the actions in the housing element. It is also something we are looking at as part of the affordable overlay zone, where there could be exception or exemption, we must look at the nuance whether it is feasible.*

Charlie Ream Oak DOT: We will be submitting comments, 2 things related to parking, the first is bike parking, I think as we discuss denser neighborhoods and housing along commercial corridors, removing parking requirements, there is a need to update bike parking requirements. Expanding parking requirements for biking, secure parking with these new developments. The second one is parking maximums; we are working on updates to downtown to reduce the current parking maximum down to a

much lower level. What would the vehicle be to expand parking maximums, what would be the appropriate level with setting a parking maximum?

- *We have had discussions with DOT to give us what we want for increasing bike parking, we have requested that, and with the maximum parking, we are looking at expanding parking in areas outside of downtown near the S15 zone near BART and other commercial corridor areas, we are looking at as part of this package. We are open to input on maximums.*

Shayna Hirshfield: Electrified micro mobility is crucial, I also want to second the comment about flexible ground floor uses; that is something in the ECAP where there is discussion for need to promote circular economies to nurture and repair businesses. Having flexibility to say we want innovative commercial activities that support circular economies and repair economies. Can you clarify the open space standards? Open space is critical for mitigating storm water, and flooding. Strongly encourage the team to think about limiting open space requirements.

- *Open space is private open space, we want it to be more flexible. We are looking at flexible ways of providing open space. It is something we need to look at strategically, there are conditions that may have zero setbacks. We use green space to help with flood pane management. Green roofs could potentially be integrated into the design standards.*

Nathan Landau: I have a concept to pursue, where we encourage parking maximums. It may be that major transit stops are a good area to look at where we want to see a maximum parking requirement. Also, with open space, I am wondering that if we have the same open space requirements for a building developed across the street from a park?

Kristen Zaremba: Can you clarify how you would communicate to a broader audience; where you could have folks that were both tenants and operating a business on the ground floor. Could you clarify how broad that definition is? Example: Mechanic shop on the ground floor, and the people who own it live above the business. Also create something that's of interest to the community, other than a coffee shop or a gym.

- *We should look at allowing what we have proposed in the Downtown Plan, it seems like good allowance of ground floor use. The problem with allowing any industrial uses on the ground floor, which allows cannabis to be there as well, which would open additional concerns.*

Roberto: In the DOSP there is a model about how to use commercial space for cultural use. Would like to switch and talk about open space. The idea of public realm officer is something to think about, in the cultural plan we mentioned the lack of cultural facilities and policies within the city, and the commissioners have been asserting that they look at figuring out how to coordinate different facilities that are independent and ad hoc.

- *We want to explore the value proposition of a public realm officer; it's not just about water management or recreation, it's about a place that can do many things for many people, which would give them a sense of ownership.*

Shayna: How do you decide which areas are appropriate for affordable housing? Even if you can find an area where the immediate streets themselves, would not in any way be more impacted by more population living there.

- *We look at factors such as wildfires, and those areas that have more access points for evacuation. We are talking about bigger projects that are 50+ units. We have been receiving public comment and feedback, that's why we are studying the possibility of the affordable overlay zones in this area.*

Brandon Harami- I would love to learn more details, a few flags is fire insurance, there are several homeowners using their fire insurance. We need to be able to finance and rebuild, assume that you are checking out lot sizes within the hills, the mayor doesn't have a specific opinion I just wanted to flag those issues. The insurance is definitely an area that I would flag.

- *We are trying to look at what is possible, and fire insurance could potential be a deterrent for affordable housing development. The Housing Element has an action the idea is to streamline areas that have been impacted by natural disasters.*

Would like to consider how we would treat an applicant; the proposal is that if you are in the sites inventory your project must include a residential component. For each site we had to list how many units could potentially get developed with the site. All the sites would be required to comply with environmental laws, all the environmental laws would apply to sites.

Laura: Requested a map of the changes

#### **CHAT LOG:**

Shannin Bowman: Will there be a REIA conducted for the zoning proposals beyond what we have for the Housing Element? If so, what is the timeframe for that and the timeframe for the EIR?

*There will not be a REIA for the zoning proposals. The zoning proposals implement the Housing Element for which there was a REIA conducted. We anticipate publishing the DEIR and EJ, Safety Elements for public review in late March.*

Brandon Harami- Yes and the high street project as it is 100% affordable too. It is 100% affordable too. It used a state created pathway for approval 197 Units.

Michael Branson: I'm wondering if Ada is talking about the Senior Housing Project that was proposed on that site prior to the SB 35 app.

Colin Piethe: We're interested in the potential for more mixed-use zoning throughout the city that allows for more neighborhood serving uses that will bring destinations closer; will you be working on broader zoning in Phase 2

*Yes, we will be looking at broader changes as part of Phase 2.*

Oakland Aging and Adult Services: Are there larger geographic areas like the Alameda Military Base that have toxic soil?

Neil Gray: We've gotten a lot of complaints from residents about impacts from car repair. That is why it is difficult for them to locate near residential areas.

Brian Warwick: Japan is great at allowing Accessory Commercial Units without much red tape. There are a lot of bars and restaurants with 5-6 seats and one owner/operator.

Kristen Zaremba: I'm interested in the Japanese models and open spaces. We know our creative communities can activate and peak the curiosity of their neighbors and need affordable spaces. Allowing them to live and work in the same residential buildings, with their families promotes care and belonging within our neighborhoods in a sustainable way for the long term.

*The Affordable Housing Overlay zone will not be applicable on any S-9 zones.*

Brandon Harami: I imagine lot sized in the hills limit where construction could happen too.