



General Plan Advisory Committee—Technical Advisory Subcommittee Kick-Off

January 9, 2025, 9:00 a.m.

Attendees

City/Agency Staff: Tram Nguyen (AC Public Health); Jim Cunradi (AC Transit); Chris Marks (Alameda CTC); David Ralston (BAAQMD); Tim Chan (BART); Yunsheng Luo, Llisel Ayon (CalTrans); Jackie Funasaki (East Bay EDA); Ada Chan (MTC/ABAG); Radia Victor, Laura Arreola (Port of Oakland); Peggy Ygbuhay (Union Pacific Railroad); Gabriel Chan (WETA); Lindsey (OUSD); Dana Brechwald (BCDC); Devan Reiff (EBPRD); Tarisha Bal (City Attorney); Ashleigh Kanat, Kelly Kahn, Christy Johnson (Economic Workforce Development); Caleb Smith (HCD); Demond Simmons (Fire); Darlene Flynn, Jacque Larrainzer (Race and Equity); Colin Piethe, Stephen Tu, Noel Pond Danchik (OakDOT); Cindy King (Human Services); Patricia Wells, Tom Deloye (Housing Authority); Michelle NewRingeisen (ITD); Erica Baptiste (Planning Operations); Daniel Hamilton (City Administrator’s Office); Quincy Williams (Parks, Rec and Youth Dev); Christine Reed (Public Works); Jamie Turbak (Library)

GPU Staff: Timothy Green, Joanna Winter, Michelle Matranga, Lakshmi Rajagopalan, Khalilha Haynes, Daniel Findley, Ed Manasse, Rajeev Bhatia, Alison Moore, Hazel O’Neil

Purpose and Goals of Meeting

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|---|-------------|
| 1. Welcome, <i>Timothy Green</i> | 9:00-9:05 |
| 2. Introductions, <i>Timothy Green</i> | |
| a. GPU Team | 9:05-9:10 |
| b. Agencies & Departments | 9:10-9:20 |
| 3. GPU Overview, <i>Joanna Winter</i> | 9:20-9:35 |
| 4. GPU Engagement, <i>Alison Moore</i> | 9:35-9:50 |
| 5. GPAC & TAS Roles and Responsibilities, <i>Timothy Green</i> | 9:50-10:00 |
| 6. Breakout Rooms | 10:00-10:35 |
| a. Land Use & Transportation (LUTE) and Noise, <i>Lakshmi Rajagopalan</i> | |
| b. Infrastructure & Capital Facilities, <i>Daniel Findley</i> | |
| c. Open Space, Conservation, & Recreation (OSCAR), <i>Khalilha Haynes</i> | |
| 7. Report Back, <i>Timothy Green</i> | 10:35-10:50 |
| 8. Next Steps, <i>Timothy Green</i> | 10:50-11:00 |





Primary Element Assignments

LUTE and Noise

- AC Public Health
- ACTC
- AC Transit
- BART
- CalTrans
- EBEDA
- MTC/ABAG
- Port of Oakland
- UPRR
- WETA
- Building
- City Attorney
- EWD
- HCD
- Mayor's Office
- DRE
- OakDOT

Infrastructure & Capital Facilities

- AC General Services
- BAAQMD
- EBMUD
- OUSD
- Peralta CCD
- Finance
- Fire
- Human Services
- ITD
- Library
- Public Works

OSCAR

- BCDC
- EBPRD
- CAO
- Parks, Rec, & YD

Breakout Room Notes and Summaries

Land Use and Transportation (LUTE)

LUTE Big Picture Qs

- 1) Where should Oakland grow and change, and where/what should be preserved and maintained?
 - a. How do we ensure growth benefits all Oaklanders and does not lead to displacement?
 - b. How can land use planning and policies create more equitable distribution of opportunity in our neighborhoods?
- 2) What does the future of economic development and jobs look like? How should Oakland plan for this future?
- 3) How can we make it easier, safer, and more accessible for people to get where they need to go without a car?
- 4) How can the plan build upon existing work and community planning efforts and priorities?

Noise Big Picture Qs

1. How can the City protect neighborhoods and sensitive uses from major noise sources in operation (e.g., freeways, airports, and industrial uses)?



2. What specific noise standards and criteria should be developed or changed? How should these be monitored and enforced?
3. What are ways to support music and other sound-friendly policies?

Lakshmi Rajagopalan:

1. Big picture – look at what we have, where we can grow and expand including opportunity for economic development
 - a. Diverse land uses for complete neighborhoods
2. Corridors and station areas
 - a. Focus on Corridors – Key Corridors as “Gateways to the City,” increased density paired with transportation options, improved walkability, pedestrian safety and public transit, partnerships between affordable housing providers and transportation improvements, transit providers
 - b. Explicitly connect station area development with mode shift, parking requirements, high density
3. Ground floor Activation of diverse uses including childcare centers and community spaces and TDM, including provision of shuttles needs to take into account both market demand and continued community support
4. Streamlining permitting for businesses esp. with ground floor activation
5. Focus on Community Land Trusts so that the City can fund and preserve affordable housing
6. Industrial Lands and Goods movement
 - a. Protecting and preserving industrial lands esp. those close to transportation infrastructure
 - b. Goods movement in the network of ports
 - i. what land uses and industries are needed to support?
 - ii. Balance with air quality and noise consideration and not harm sensitive uses and communities
 - iii. Mitigation strategies
7. Noise
 - a. Establish buffers to protect sensitive uses from industrial LUs and transportation activities
 - b. Public health impacts of Noise
 - c. Permissive regulations for music + cultural activities
8. Intentional Design Standards – How do we make sure newer development interacts with existing development and are not internal facing? Example in San Francisco – Indian Basin – Housing Development located in the park and park programming curated by the residents from the housing development in coordination with the City and funded by the City
 - a. Outdoor café + auditorium for community events + concerts: Intentional design – consideration of noise standards, design materials used to buffer sound, regulations around kinds of instruments – only acoustic and not electric
9. Focus on waterfront and connections to the rest of the City
10. Traffic management around schools esp. with the lottery system so some TDM needs to be put in place



Michelle Matranga:

- We need to create community land trusts and a city fund for affordable housing to address housing issues. (Colin P, OakDOT)
- A focus on corridors would capture many transportation issues and pedestrian safety issues, can be a focus for increased density and affordable housing. (Chris ACTC and others)
- Preserving Oakland's industrial land is important to future of jobs. It's something we have that not all cities, especially those in the East Bay, have. Focus on what we have, build manufacturing, and what other areas can we grow and expand. What opportunities do we have to grow a green sector? (MTC, DRE, and others)
- Establish buffers to protect sensitive uses. Including transportation, the Port does not operate as an island. How do we support goods movement through land uses. Protect/consider air quality. (Port and others)
- Design standards, LMSAP. Concern that we are seeing a lot of building design that is less integrated with the neighborhood (Ada Chan, MTC). Street/Sewer/Concrete - concrete versus asphalt on roadways and what dictates one over the other, different for noise.
- Closed, secure, self-sufficient communities. India Basin subsidized housing built with park, very dense housing area, park has robust programming for all/broad community members – event auditoriums/concerts. Specific set times, noise cancelling materials. Regulate types of music that can be performed, acoustic, not electrified. (Jacquie, DRE).
- Coliseum will be advanced next, Lake Merritt BART housing just broke ground. Rockridge and West Oakland would be next and if there is political/staff will advance sooner, that is possible (BART).
- Caution more retail where there is no demand – the market has to be there (Tim Chan, BART). Design in a way that meets demand. Ground floor activation, provide flexible uses and support – those ground floors need uses. Also the shuttles need ridership.
- How can we make it more user friendly to do business, to build housing in Oakland. If retail infeasible, difficult to finance the building above it. What other community assets could be provided, reduce vacancy, provide community infrastructure (Caleb, HCD).
- (Jackie Funasaki, EB EDA) mapping project..?
- (Chris Marks, Ala) focus development in areas where we can provide high quality transit. Station Area parking minimums, rapid transit.
- (Caleb Smith) big contributors to noise is the airport and the expansion project – will GP serve as regulatory authority or are there? It will have guiding principles and goals, we will update noise contour map, we also have noise ordinance separately.
- (Ashly Kanat, EWD) is the market there, diversity of land, can support economic development. Setting stage for a variety of uses, streamlining pathways that support economic development for when the market is there



- (Colin P) DOT is working on parking maximum requirements that we want to collaborate on. Ghostship, is it possibly easier to support music efforts, mixing land uses in neighborhoods and creating a 15 -minute city – reiterate comment – design for complete neighborhoods.
- Trucks have an important function in the city’s economy, mitigation strategies for truck noise in residential areas important. When economy kicks up, we have more noise, how do we bring benefits to the neighborhoods, what can those business bring to the neighborhoods? (Jackie DRE)
- (Noel, DOT) DOT work on ped plan/we have watched VMT jump to much, half of OUSD students go to a neighborhood school, the other half are travelling very far. The school system really hasn’t help provide equal opportunities, which is why we are seeing these longer commutes. School related uses are significant traffic demand.
- There is no comprehensive school bus system nor funding to bring it back. Rely on ACT partnership, what other TDM? Here’s plan/project example [San Francisco School Access Plan](#) (Michelle M)
- What is the infrastructure throughout the city? Does it have different needs throughout the city?
- Density bonus outweighs a lot (waivers), maybe there is a math to this, how to get what communities what in terms of objective design standards in order to meet affordable housing (Ada Chan) spoke with make cities and can talk about specific later with Lakshmi.
- Post Discussion: PGE wants new substation and preliminary looking at coliseum area. It needs more electricity capacity to be developed. Would PGE come to a meeting like this. Infrastructure element, city wants us to look at what our energy needs will be in that area. We are also competing with other cities that need electricity. (Laura K, in wrap up discussion). Data centers are using massive amount of energy, so depends on the land use as well – it is hard to plan upfront without know what more specifically the uses will be (Rajeev). Solar and wind can help meet demand during the day but there us not enough for battery storage to support evening. We will also be talking with subconsultants recommended by Daniel Hamilton (Joanna)

Hazel O’Neil:

Summary/Report-out

- Corridors as key theme, gateways into Oakland. Making them safe for all modes.
- Protecting and preserving industrial lands, also establishing buffers to protect sensitive uses and transportation networks. Trucks have an important role in moving goods but also negative noise impacts.
- Discussion around ground floor activation. Community often requests ground floor uses, but when we are permitting those, uses can only survive if there is enough community support. Same for transportation shuttles. There needs to be a lot of users.
- Regulating and permitting several kinds of cultural events and music, permitting them by right within noise levels.
- Support for mix of land uses and having complete neighborhoods.
- Noise as a public health issue was also highlighted.



Breakout Group Discussion

Colin Piethe, OakDOT: Land use is a little outside of OakDOT's lead, but thinks it is very important to support CLTs, and potentially having a city fund for affordable housing that can help take properties and land off the market. Views this as the only way to make a meaningful impact in providing affordable housing for people, which has trickle down impacts. ACTC transformative projects (corridors) are great priorities for Oakland. Want to give more transport, especially rapid transit options, for people as more density comes.

Ashleigh Kanat, EWDD: Wants to make sure we are protecting and preserving industrial lands. It is so easy to let that land go. We have to preserve it in areas that are closest for transportation infrastructure. Wants to hear what EDA has to say about that. Oakland has but not all East Bay or Bay Area cities have, and that is an asset.

Jim Cunradi: Bouncing off Colin. If city could focus on corridors, backed up with CLT idea, plus other goals like pedestrian accessibility, safety, etc, that brings resources like grants in (i.e., funds at state level for affordable housing in partnership with public transit). Support for laser focus on corridors.

Caleb Smith (chat): Colin- it's not the most prominent outside the affordable housing world, but the City does have a program that invests in community land trusts and other organizations to buy existing housing and keep it permanently affordable:

<https://www.oaklandca.gov/resources/2022-acquisition-conversion-preservation-nofa>

Colin (chat): Just wanted to echo Caleb's comment about this program, is it possible to expand it? <https://www.oaklandca.gov/resources/2022-acquisition-conversion-preservation-nofa>

Lakshmi: reminds team that the city recently upzoned major corridors (density and heights in high resource areas).

Jacque Larrainzar: Land is such a commodity in Oakland because we don't have that much. We have an opportunity to create more jobs if we focus on key things we already have. If we could take advantage of manufacturing, that would be awesome. Big picture, it would be helpful to get a sense of what Oakland already has, and then look at areas where we can grow or expand when looking at economic development. What opportunities do we have to break into new industries that are green and pay well?

Radiah Victor, Port of Oak: Industrial preservation is extremely important. Establishment of buffers to really protect those industrial uses from encroachment on sensitive land use areas. This should be extended to transportation networks. The Port cannot function as an island. It must operate on arterials in order to connect to other parts of the transportation system.

Ada Chan: appreciating industrial land comments because we have a grant related to that. Interested in design standards – with the increase in density from the Lake Merritt plan, I see more income polarization. Those buildings don't interact with the neighborhood, they feel very concierge, they have their own park within the building, so new residents aren't interacting or being better community members. We see this consistently in new buildings across the country – it's a design problem. How is affordable part of that or not? Similarly, how do we make industrial zones clear messaging... how are we supporting goods movement in the network of ports (not just Oakland but whole Bay Area), and what land uses are needed to support that. It's the Port and the airport.



Jacque: It would be great to look at mitigation strategies for noise and road maintenance and benefits for neighborhoods and their residents to balance uses and noise impacts.

Caleb Smith, Oakland HCD: Agree that it is important to think about transportation for the Port and other users and balance that with air quality considerations, though I know that's not a zoning question and might be addressed in other policies. Very excited to revisit height standards in more affluent parts of Oakland, i.e., Piedmont ave, in Phase 2. Think more broadly about how to make economic activity more feasible. We have ground floor retail requirements, but with the changes in retail demand, that might not be borne out in market demand, which makes it hard for people to finance the housing above it. Opportunity to revisit that. Reduce conditional use permits for a variety of land uses, opportunity to expand including uses like childcare? Reduces burden on Planning department, and allows the city to move these projects forward faster. (Ashleigh agrees in comments)

Jacque: I like the point that Ada was making about intentional design of buildings making enclosed secure buildings that are self-sufficient but are creating a lot of isolation between residents and the neighborhood. San Francisco has an interesting program addressing this in India Basin – they built subsidized housing in one end of the park, but they are offering in the park programming that is curated by residents in the neighborhood. The city provides materials and space. That promotes connection and belonging. The buildings also have auditoriums for community events and access to concerts, programming is supported by city but provided by people who live there. Could be interesting to explore.

Lakshmi: this relates to noise. You mentioned concerts and music. These are sound friendly, but how does the city manage mitigation. Are there specific times?

Jacque: yes, specific times. Design also incorporates sound buffering. They also regulated kinds of instruments and music you can use in the events (ie only acoustic instruments).

Colin (chat): I forgot to mention that OakDOT would like to advocate for more mixing of land uses Citywide, particularly in residential areas. This could allow more people to run businesses out of their homes and more neighborhood serving businesses (bodegas, childcare, retail, etc...). This in turn allows people to walk/bike/roll to destinations since they're much closer to them

Ada (chat): also interested in the mid rise density discussion and how density bonus and waivers are accounted for - in the public facing conversation. is the demand for "ground floor retail " activation a subtext for more walkable neighborhoods with ground floors that are broken up and not solid walls of glass or concrete?

Tim Chan, BART: Wants to talk about their TOD plan. In the near term, they are doing work in Lake Merritt and West Oakland – groundbreaking, and they are excited. In 2029, they've identified the Coliseum as the next station where they would like to advance something. 2035 time frame, properties at MacArthur, Fruitvale, and Rockridge, they could see advancing towards solicitation. If there is any developer, community, political interest, to advance these projects sooner, BART is very interested. Another thing on ground floor activation, speaking from role with BART and a CAC member for Bayview, SF – SF wants to advance TOD along 3rd street. But the market isn't there. Vacant storefronts that need to be used first. Even though the community says we want more retail, the market needs to be there. We also want to make sure



the community is going to support it. In Bayview, multiple new markets in the last few years, but not supported (too high prices maybe), and so they folded and went away. Lucky's and a Latino market are doing ok. Also an on demand transportation system that connects to 24th street BART station – Cherry provided a very similar service about 8 years ago that went away because demand wasn't there. This might be BAAQMD. Only about 10 riders per day. When the community wants stuff, it needs to be designed so that they USE it, otherwise they go away. And then that makes providers reluctant to try again.

Jacki Funasaki, East Bay EDA: Back to jobs and sectors. We just created a resource on our website that is an interactive map showing different sectors covering all of Alameda and Contra Costa county, and where there is room for potential movement into and out of the city.
<https://www.resilienteastbay.org/map/>

Chris Marks, ACTC: My colleagues have brought up the need for corridor based development – we totally share that vision. Station area development is also really important. Mode shift is the explicit goal of all of this. Focusing development in areas where we on the transportation side can be providing really high-quality rapid transit as well as bikeable walkable streets. Challenging but the development is happening. Shout out the existence of this group as part of that coordination process – this is really great that everyone is talking together about the intersection of LUTE. We have mutual goals and can't achieve those without each others' help. There was conversation earlier about design standards... this relates to station area planning requirements around parking. Continue to encourage parking maximums around rapid transit areas. Continue to support goods movement is also our priority.

Caleb: Ground floor activation... I understand the Noise element is going to be part of this. The airport is a big contributor of noise in Oakland, and there is discussion of the airport's expansion. Is the noise element going to serve as a regulatory layer over airport expansion, or will that conversation be elsewhere?

Lakshmi: Will follow up with detailed response, but her understanding is that there will be some regulatory requirements that will be carried forward into the noise ordinance. Construction standards, etc. We did work closely with the Port and the land use compatibility plan with the airport – we will update our noise contour map, and so will look at this through that lens.

Ashleigh: General plan is a longer term document than market cycles. This plan can do a lot to support economic resilience in the city. Part of that is talking about the diversity of land uses in the city. I am also hopeful that we're thinking about how to streamline the entitlement path so that when the market is ready we can move quickly on the permitting process. On noise, I've been hearing from people in the community referring to noise impacts as a public health issue (vs. a nuisance), a mental wellbeing perspective.

Colin: Responding to Chris' comment about parking – we've been talking to building and planning about parking maximums. That's an effort we want to collaborate on with this update. Regarding noise, with the ghost ship fire in 2016, if it's possible to make it easier to build music venues or streamline requirements for supporting music and culture that would go a long way to reducing illegal events. As cool as they may be they lead to tragic outcomes. Music and culture and arts are what the city is really known for, so supporting that is important. Reiterating my comment in the chat, we want to mix land uses in neighborhoods to create a 15 min city.



Jacque: the second largest noise creator or polluter is trucks. But trucks also have a very important function in the city's economy. It will be good to have a conversation with DOT, the Port, the City about mitigation strategies for truck noise in residential neighborhoods. More business in the port will increase trucks in our street. We need to think about how to create benefits for the community.

Ashleigh (chat): does electrification help with noise?

Jacque (reply): Electrification would help but that brings another issue which is the need to build the infrastructure for charging the vehicles and improve the time it takes to change the vehicles, and improve the grid.

Radiah Victor (reply): Yes, it should since electric motors generate less noise compared to diesel or gasoline engines. And hydrogen fuel is also being considered as an alternative to meet zero emission goals.

Noel Pond Danchik, OakDOT: thinking about 15 minute city, walking impacts of traffic change and VMT during the pandemic. We watched the amount of cars jump up so much when schools came back in session. About half of OUSD students go to a school in their neighborhood, and half don't – probably a lot of those students are traveling by car. We've seen the school choice system was created to give people equal opportunity but it hasn't really worked out there. How do people get to work, and how do people get their kids to school are big VMT drivers.

Caleb: school related uses are probably major transportation factors, but OUSD operations are also out of our scope, for better or worse. Also the school will probably be making changes about where it is operating in the next year.

Lakshmi: We did coordinate with OUSD as part of housing element to get any information on changes they'd like to see for workforce housing. One thought is TDM... can we coordinate with the school district to have school buses.

Ada (chat): CAST staff have a strong analysis about how the downtown plan support of ground floor arts uses doesn't really work from a permitting side. [Says she will share that info with Caleb and Lakshmi.]

Gabriel Chan, WETA: Having a focus from City of Oakland on the waterfront and making sure that it's not just reviewing investment in housing, but also in connections to surrounding communities. The Oakland ferry is a great amenity and infrastructure, but the connection from Jack London to the rest of the city is not very pleasant. Talking about the Oakland and Alameda water shuttle – even given the limited schedule we're running now, we're really interested in supporting that. We are advancing a lot of our efforts to make sure our system is electrifying. Advancing power demand out to the waterfront is important.

Ada: I used to manage the BID in the Laurel, and the streets were concrete, and they were really noisy, so that was not a "fixable solution." What is the infrastructure like throughout the city and does it require different kinds of responses? I posted in the chat, when we talk about midrise and create expectations for 5 stories, density bonuses blow that up and it's really hard to explain that to the city. Objective standards are largely irrelevant if those get waved away because of density bonuses.

Lakshmi: My understanding working on density bonuses in the city is that they still have to conform with the city's zoning standards. They can't get away with additional density?



Ada: we did a workbook template for the region. Everyone had to give up things to allow additional affordable units.

Peggy Ygbuhay, UPPR: Plan should identify transition from truck to rail from the port. This will grow port resilience and enhance the local economy. Trucks will also be transitioning to low-zero emissions but these trucks will be heavier and will require additional maintenance on Oakland roads

Michelle Matranga: there is lack of funding to bring back school bus system, so I think unrealistic to hope for, but there other TDM/traffic safety control opportunities can be explored

Peggy (chat): Industrial and residential separation is key to noise impacts. We have seen an increase in rezoning prior industrial land to residential. The noise impacts are not appreciated or well studied.

Caleb/Lakshmi: Historic preservation is not part of this effort.

Michelle (chat): @Noel Pond-Danchik (OakDOT) @Lakshmi Rajagopalan, PBD, City of Oakland regarding school-related traffic comment (from breakout), here's a program [School Access Plan | SFCTA](#)

Open Space, Conservation, and Recreation (OSCAR)

Joanna Winter:

Biodiversity, wildfire

Quincy - CIP coordinator, funding sources - Measure Q designed for maintenance, but issues with how to expend those funds and where are they at
General funds are not sustainable source - need dedicated funding to address maintenance and safety issues if we're installing new equipment

Properties in arrears/troubled properties in disrepair - including one near Jack London - those provide opportunities - there are also housing development pressures, but in areas that are mostly concrete jungles they could be an opportunity for small - win-win, blight goes away, (for example, O Castro)

Urban Forest Management Plan - EBRPD is about to do an inventory of redwood trees - could partner to have the same consultant to Oakland's redwood forest inventory
-Rajeev - is there anything around non-native trees and flammable eucalyptus?
--They have a rigorous removal for fire suppression

Tram/ACPHD - community safety
-Health system partners, managed care - lift up parks as youth and health and community safety - philanthropic partners
-Yeah, is Kaiser interested in supporting Oakland?
-Cristy: Kaiser was a huge partner when she ran youth orgs around health and mental health - thrive and prevention
--Community Foundation - not sure they've made the connection to open space - concept of food as medicine, what about open space as medicine

Streams and waterways for recreation corridors - *Should include watersheds next time



BCDC - RSSLR AP - there's a policy about regional shoreline access connections - will be elevated in the subregional plans
-Also considering how shoreline parks and rec areas can be used for adaptation

Rajeev - difficult if we work with what's out there, but new development - think about synergistically w/the land use element

Khalilha - access to the shoreline comes up a lot; would like to see strategies for more interactive educational experiences to help people understand where they're at and how to be stewards of the land - would love examples of this
--EBRPD - has a whole team that does interpretive - works w/Tidewater, partnerships w/many native tribes in the East Bay - like Coyote Hills, and assigning Chochenyo trail names and signage

Quincy - To Laura. Measure Q parcel tax in the amount of \$250K is being used to install outdoor fitness equipment and a water station at 7 locations at Courtland Creek Park in East Oakland.

Funding for shoreline? The SB1 grant program is supposed to open a track 2 for projects, but I'm not sure when that will happen. we're also trying to work with other state granting agencies to bring funding to projects and the bay area also recently got authorization for a region-wide Army Corps study that could bring significant funding (though no \$ is allocated to that yet and we will not know about whether it will be funded until at least 2026)

Cindy King - public safety and cleanliness in parks in East and West Oakland near Head Start centers, and access for senior members in those areas

Tram - parks as cooling centers - seniors and accessing cooling spaces during extreme heat - water stations, swimming pools
-Khalilha: talking a lot about resilience centers (3 planned: East, West and Chinatown)

Quincy - sign placement re: indigenous land at Peralta Hacienda historical park - they got a grant - difficulty with permitting process - especially because it's by a creek - need to streamline

Khalilha - arts and cultural budget cuts are a huge loss

Michael Dyer - policy research related to community stewardship - like issues with tree planting in partnership w/the city

Devan - PRAC advisory? How involved?
-February 8 is first meeting

Joanna - Legal and insurance issues - need to find out where the City's pain points/hesitations are on liability issues w/community stewardship (e.g. community taking over maintenance of City-owned or abandoned areas, tree planting, etc.) and address them

Full Group Report-Back

LUTE

-Focus on corridors as key gateways into the city



- Trucks: important for goods, but impacts for noise need mitigation
- Ground floor activation - ppl want ground floor flexibility, but uses can only survive if there's enough community support
- Cultural events and music - permitting to avoid situations like the Ghost Ship fire
- Noise as public health issue

Infrastructure

- Command attention to funding/financing to implement
- Energy planning: gas & electric is major topic
- Asset based approach to existing facilities - maximize use of those at day and night, between different City departments

OSCAR

- Articulate public health impact to gain philanthropic/health care partnership
- Need to identify funding
- Parks as cooling centers
- Transportation to parks, particularly for seniors
- Adaptation strategies, pair with art and education
- Work w/native populations in East Bay
- Community stewardship and how the City can get out of the way of people that want to improve/maintain their neighborhoods

FYI: Patricia Wells - for the first time in 14 years OHA has opened their waiting list

Infrastructure and Facilities

Alison Moore:

Group Members:

- Daniel Findley, City of Oakland, Infrastructure and Public Facilities Lead
- Ed Manasse, Deputy Director of Planning, City of Oakland
- Demond Simmons, Deputy Chief of Oakland Fire Department
- Daniel Hamilton, Sustainability Manager, City of Oakland
- Patricia Wells, Executive Director, Oakland Housing Authority
- Laura Arreola, Community and Stakeholder Engagement Manager, Port of Oakland
- Llisel Ayon-Local Development Review Team, Caltrans
- Stephen Tu, OakDOT, City of Oakland
- Michelle NewRingeisen, Strategy and Business Operations, City of Oakland
- Kelley Khan, Director of Special Projects, Economic and Workforce Development Department, City of Oakland
- Christine Reed, Capital Improvement Program, Oakland Public Works, City of Oakland
- Darlene Flynn, Director, Department of Race and Equity, City of Oakland

Questions:

How can the city meet **existing** and **future infrastructure** and **service** needs?



How should these improvements be **prioritized** and **funded**?

How should the city address **climate resilience** in infrastructure and facilities planning?

Summary:

Long-term Vision vs. Short-term Planning. The planning process requires balancing long-term vision with short-term implementation. The Infrastructure and Capital Improvement Plan will provide a longer term, 8-10 year strategic outlook and vision that will guide the 2-year CIP cycles. This approach allows for incremental funding and progress toward larger goals, moving away from purely short-term thinking that can hinder comprehensive planning and come at the expense of the longer-term vision.

Plan Implementation and Visibility. A major concern is keeping the visible and actionable rather than letting them fade into the background. There's a push for a "360 approach" that integrates plans into daily decision-making processes. This includes requiring explicit connections to comprehensive plans in administrative decisions and ensuring ongoing community input, not just during initial planning phases.

Infrastructure and Resource Constraints. Infrastructure and resource constraints pose significant challenges. Electricity supply has emerged as a major barrier to construction and economic development. The city struggles with maintenance funding for existing facilities, and there are persistent challenges with staffing and contract capacity. These constraints affect every aspect of development and operations.

Asset Optimization and Adaptability. The discussion emphasized optimizing existing assets rather than defaulting to new construction. Current facilities are often underutilized, active only 7-8 hours per day. There's growing interest in flexible design standards and shared facilities between departments to maximize resource use (currently doing this at several fire stations). This adaptability is crucial as the city's needs continue to evolve. Recognition of the challenges of maintenance and operations are also important, beyond new facilities planning/projects.

Economic Development and Funding. Economic development is directly tied to infrastructure funding success. Growing the tax base and encouraging investment are crucial for supporting infrastructure needs that are necessary to attract industries like research and development clean tech, and the envisioned Coliseum area development. The city aims to streamline permits for economically powerful uses while building resilience to economic cycles so that the City can better weather economic downturns.

Strategic Investment Approach. Rather than scattered improvements, the city is considering focused, comprehensive investments in specific areas. This approach combines improvements to parks, streets, utilities, and other infrastructure in targeted locations (ex: Raimondi Park) so that projects become "greater than sum of all parts". There's also a shift toward asset-based thinking rather than deficit-based approaches, with emphasis on building upon existing resources and aligning with additional funding sources like tax credits. These catalytic projects can change direction of neighborhood.