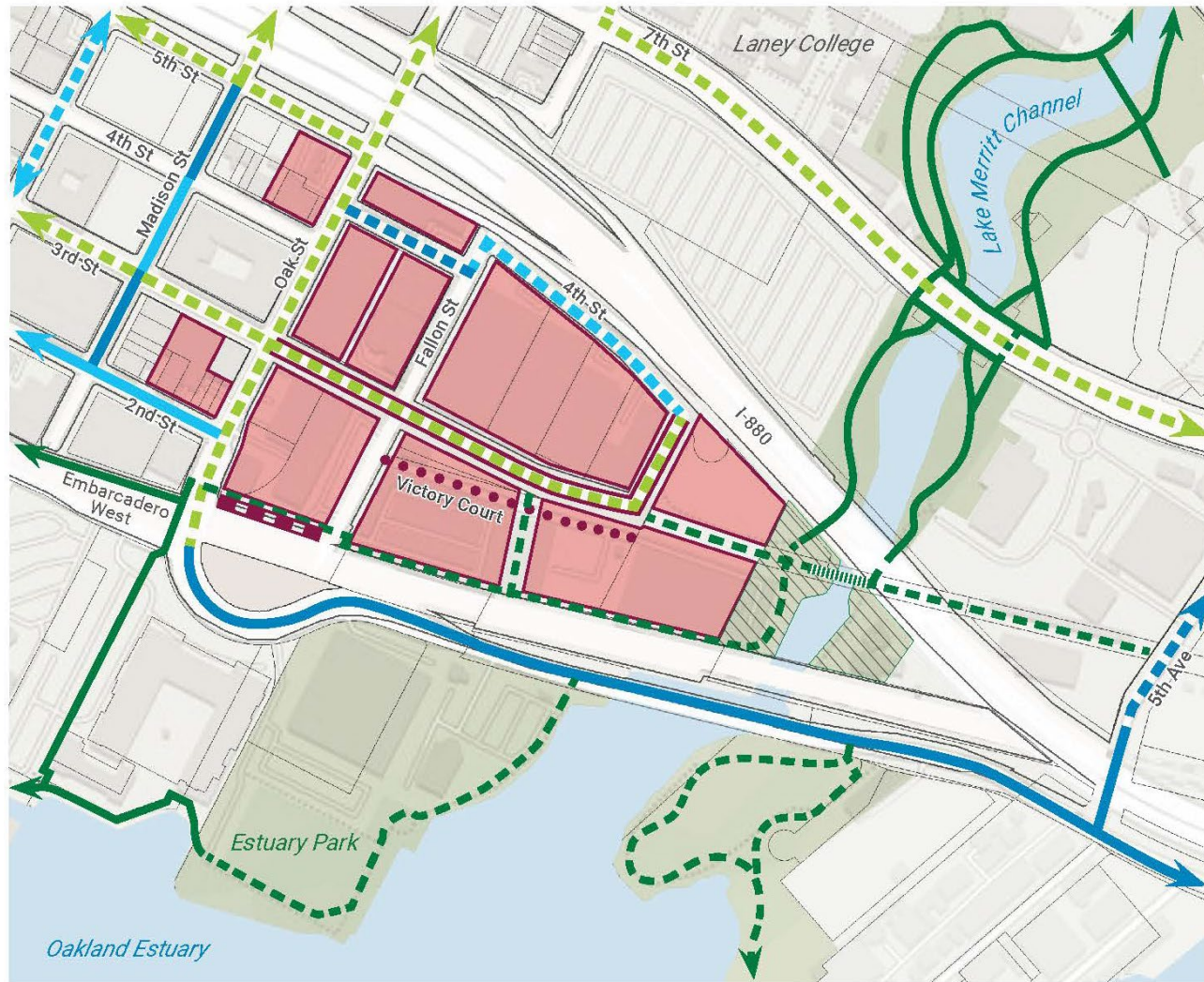


WHAT'S NEW? VICTORY COURT DEVELOPMENT CONCEPT



	Victory Court Potential Development	% of Total DOSP 2040 Development
Residential (Units)	6,200	21.3%
Total Commercial (SF)	850,000	4.6%
Office	550,000	3.5%
Retail / Neighborhood Serving Commercial	300,000	17.4%

WHAT'S NEW? VICTORY COURT DEVELOPMENT CONCEPT



Key Elements:

- Extend 3rd Street through the new development area and provide protected bicycle lanes along it
- Create new multi-use paths to connect people in the new development area to the Lake Merritt Channel and Estuary Park
- Require a 60' wide landscape buffer between new development and the Lake Merritt Channel

Map Key

Victory Court Development Opportunity Sites	Recommended Future Bike/Ped Crossing
New 3rd Street Extension (80' ROW)	Existing/Proposed Multi-Use Path
New Fallon Street Connection (56' ROW)	Existing/Proposed Protected Bike Lane
Private Street to Be Closed	Existing/Proposed Buffered Bike Lane
Proposed Channel Landscape Buffer	Existing/Proposed Bike Lane

WHAT'S NEW? GREEN LOOP

Intent

- Connect the Lake Merritt, Channel, and Estuary waterfronts with safe, enjoyable "green streets" to form a downtown loop
- Connect West Oakland to Downtown and support the West Oakland Walk

Zoning Tools

- Combining and Open Space zones
- Frontage requirements
- Landscaping requirements

Additional Work Anticipated

- Improvements to bicycle and pedestrian network
- Improvements to green spaces along the Green Loop



WHAT'S CHANGED? NEW AND UPDATED DATA, POLICIES & STRATEGIES



- **COVID-19 Recovery Racial Equity Framework:**
 - Center Racial Equity
 - Put People First
 - Invest in Community Infrastructure
 - Build an Equitable Economy
 - Protect and Expand Community Voice & Power
- **Updated affordable housing targets to reflect the City’s revised Permanent Access to Housing (PATH) Framework**

Vision for Attachment C Downtown Oakland

Downtown Oakland serves as the setting for a remarkable array of lived experiences. It is both home and gathering space to people of all different income levels, races, cultures, and ethnicities. It supports a wide spectrum of community assets, serving not only local residents, but also visitors and workers from around Oakland, the Bay Area, and the globe. Its economy drives social innovation while reflecting the cultures, political movements, and people who are its heritage.

"Downtown Oakland is a dynamic regional hub of culture, employment, housing and transit that welcomes our entire community. Oaklanders across all ages have access to a network of service providers, activities, mentorship and job training that prepares them to participate in the culture and prosperity being generated downtown. Growth is accompanied by bold strategies to protect vulnerable community members, businesses and cultural organizations from displacement and to afford them opportunities for expansion and enhancement. Investment around transit stations and their vicinities creates active gateways into downtown and out to Oakland's communities. Transit increases access to downtown's jobs, services, culture and entertainment options from throughout Oakland and the region. Landscaped and specially treated connections provide an integrated system of walking and biking paths through downtown that link cultural districts and connect people to the Lake Merritt and Estuary waterfronts and to adjacent neighborhoods and districts. Downtown is a leader in innovative resilience and adaptation around social, climatic, and economic change."

Potential 2040 Development

Active 2020 Development

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DRAFT PLAN**
August 2019

WHAT'S CHANGED: OVERALL VISION

Vision for Attachment C Downtown Oakland

Downtown Oakland serves as the setting for a remarkable array of lived experiences. It is both home and gathering space to people of all different income levels, races, cultures, and ethnicities. It supports a wide spectrum of community assets, serving not only local residents, but also visitors and workers from around Oakland, the Bay Area, and the globe. Its economy drives social innovation while reflecting the cultures, political movements, and people who are its heritage and future.

Downtown Oakland is a dynamic regional hub of culture, ideas, employment, housing, and transit that welcomes our entire community. Oaklanders across all ages and cultures have access to a network of service providers, activities, mentorship, and job training that prepares them to participate in the creativity and prosperity being generated downtown. Growth is accompanied by bold strategies to protect vulnerable community members, businesses, and cultural organizations from displacement and to afford them opportunities for expansion and enhancement. Investment around transit stations and their vicinities creates active gateways into downtown and out to Oakland's communities. Safe and reliable transit increases access to downtown's jobs, services, culture, and entertainment options from throughout Oakland and the region. Landscaped and specially treated connections provide an integrated system of walking and biking paths through downtown that link cultural districts and connect people to the Lake Merritt and Estuary waterfronts and to surrounding neighborhoods and districts. Downtown is a leader in innovative resilience and adaptation around social, climate, and economic change.

Potential 2040 Development

Active 2020 Development

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WHAT'S CHANGED: OVERALL VISION

WHAT'S CHANGED: DEVELOPMENT PROGRAM

Key Changes:

- Slight reduction in office and flex commercial space
- Reduction in retail and neighborhood serving commercial space
- Large increase in light industrial space

Table LU-7: Downtown Future Development by Land Use

	Existing Baseline [*]	Active 2020 Development ^{**}	DOSP Potential 2040 Development	LMSAP Potential 2035 Development	TOTAL
Residential (Units)	15,032	11,518	29,100	2,181	57,831
Total Commercial (SF)	24,854,203	11,774,414	20,060,000	974,029	57,662,646
Office	15,998,592	5,407,590	16,840,000	706,403	38,952,585
Retail / Neighborhood Serving Commercial	8,855,611	6,366,824	2,330,000	267,262	17,820,061
Flex Commercial	N/A	N/A	889,000	N/A	N/A
Light Industrial (SF)	1,788,992	-	260,000	-	2,048,992
Institutional (SF)	3,728,872	N/A	1,310,000	108,000	5,146,872
Parking (Spaces)	N/A	N/A	16,000	N/A	N/A

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Table LU-6: Downtown Future Development by Land Use

	Existing Baseline ¹	Active 2020 Development ²	DOSP Potential 2040 Development	LMSAP Potential 2035 Development	TOTAL
Residential (Units)	15,032	11,518	29,100	2,181	57,831
Total Commercial (SF)	24,854,203	11,774,414	18,290,000	974,029	55,892,646
Office	15,998,592	5,407,590	15,840,000	706,403	37,952,585
Retail / Neighborhood Serving Commercial ³	8,855,611	6,366,824	1,720,000	267,262	17,210,061
Flex Commercial	N/A	N/A	730,000	N/A	N/A
Light Industrial (SF)	1,788,992	-	500,000	-	2,288,992
Institutional (SF)	3,728,872	N/A	1,300,000	108,000	5,136,872
Parking (Spaces)	N/A	N/A	15,000	N/A	N/A

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WHAT'S CHANGED: PRESERVING INDUSTRIAL LAND USES

THE SPECIFIC PLAN CAN HELP ENCOURAGE UP TO:

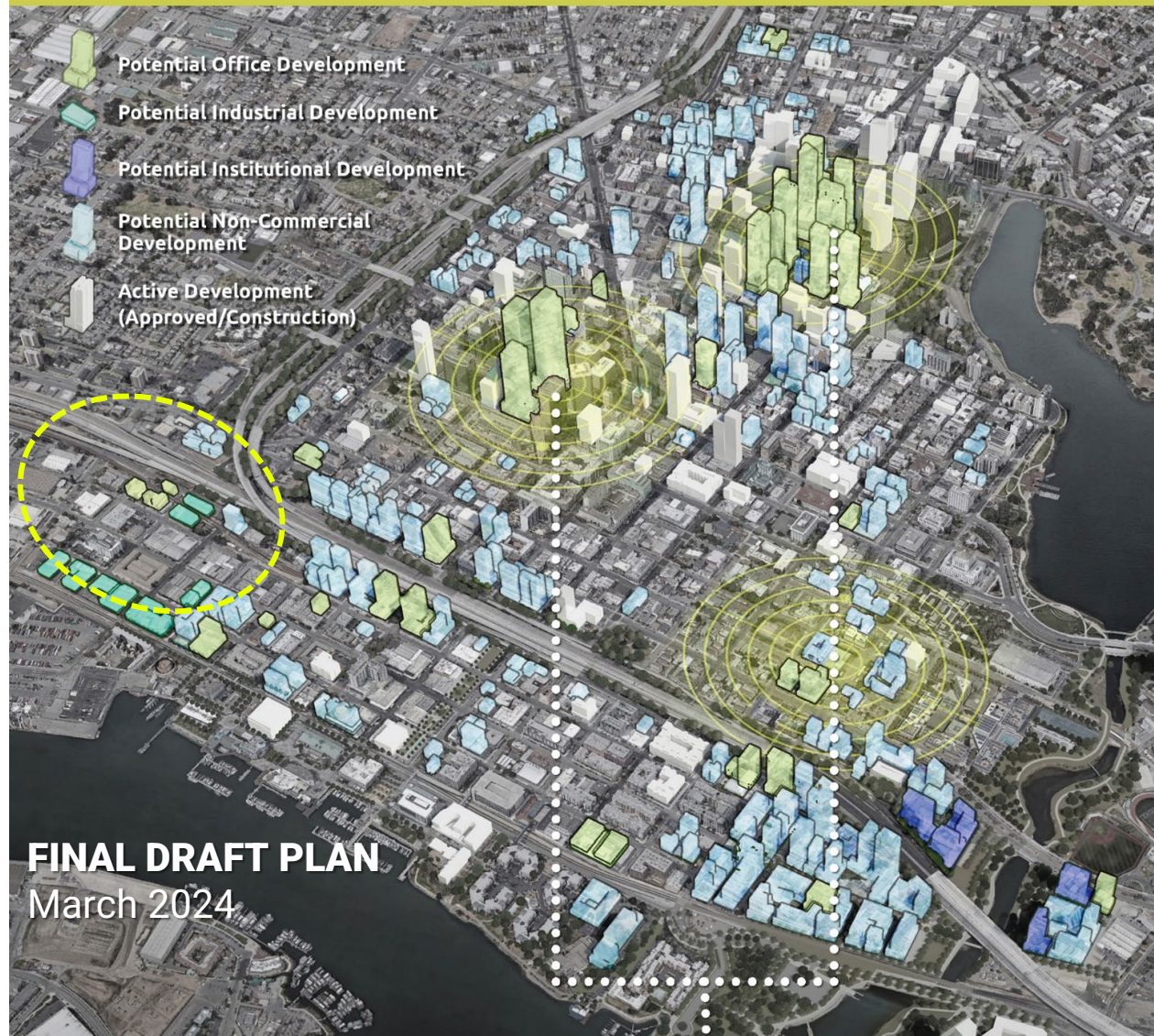
+20.0 M Sq. Ft. of New Commercial Space
+1.3 M Sq. Ft. of New Institutional Space
+260 K Sq. Ft. of New Industrial Space



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THE PLAN CAN HELP ENCOURAGE UP TO:

+18.3 M Sq. Ft. of New Commercial Space
+1.3 M Sq. Ft. of New Institutional Space
+500 K Sq. Ft. of New Industrial Space



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WHAT'S CHANGED: BICYCLE NETWORK MAP

- Existing
- Proposed
- Short-Term Network
- Vision Network
- Shared-use path
- Potential shared-use path through Howard Terminal
- Potential shared-use path through Howard Terminal
- Estuary crossing
- Standard bike lane
- Signed routes
- Downtown Plan Area

The Oakland Athletics are currently proposing to relocate their ballpark to Howard Terminal. This unique nature of this proposed project may necessitate adjustments to this Bicycle Network to balance competing game-day demands on surrounding streets, including but not limited to Broadway, Market Street, Martin Luther King Jr. Way, Embarcadero West, and 3rd Street. While precise street segments on the Bicycle Network may change to accommodate these demands, high-quality bicycle facilities to and from the ballpark will be incorporated in both the Howard Terminal project design and any revisions to the network envisioned herein to ensure safe and sustainable transportation to and from the waterfront.



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1,200ft
Source: City of Oakland

- Existing Bikeways
- Recommended Bikeways
- Short-Term Priority Projects
- Vision Priority Projects
- Potential long-term connections
- BART Station
- East Bay Bus Rapid Transit Stops
- Downtown Plan Area

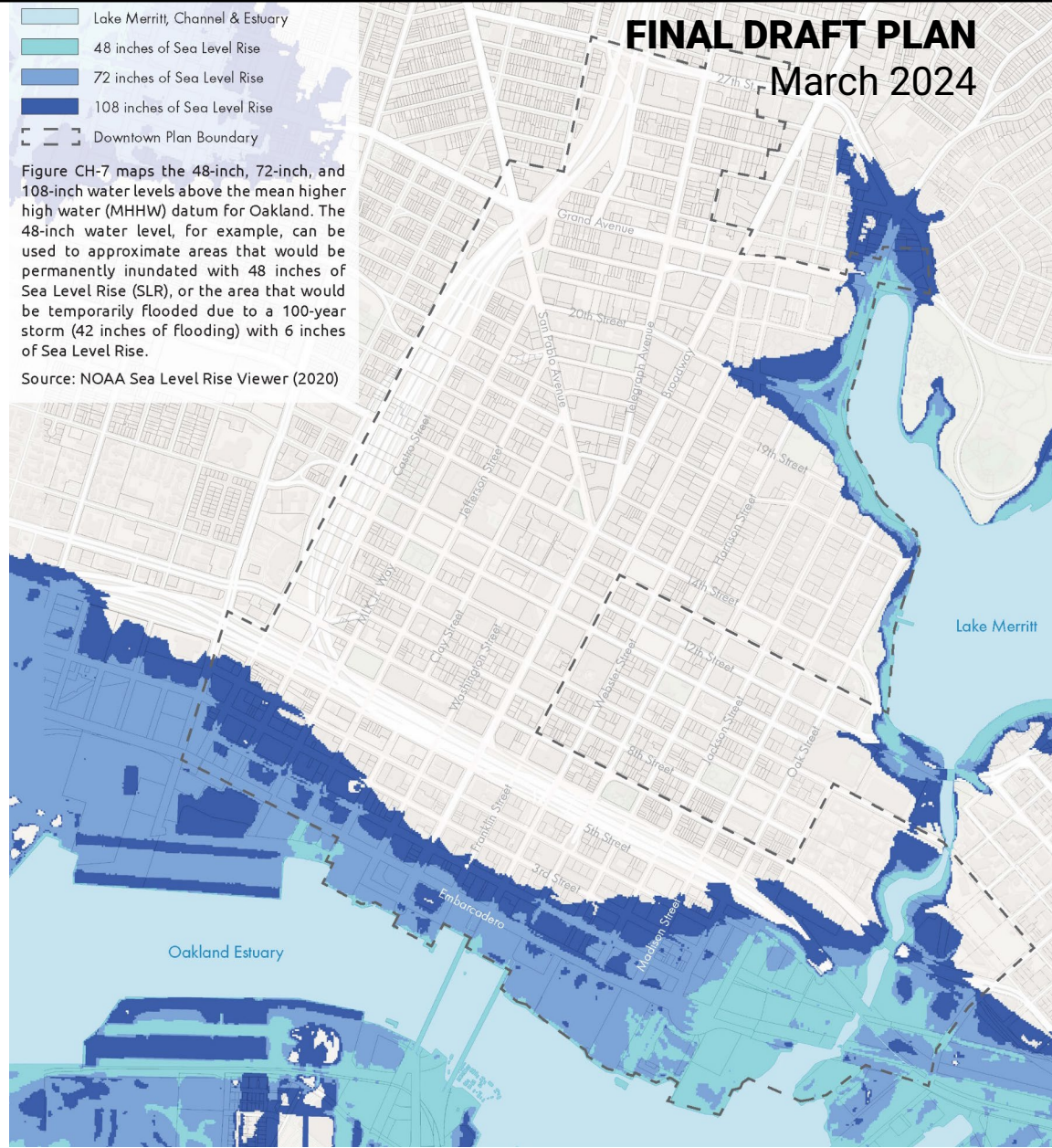
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1,200ft
Source: City of Oakland

WHAT'S CHANGED: SEA LEVEL RISE MAP TIMEFRAME



LAKE MERRITT BOULEVARD
Existing Conditions



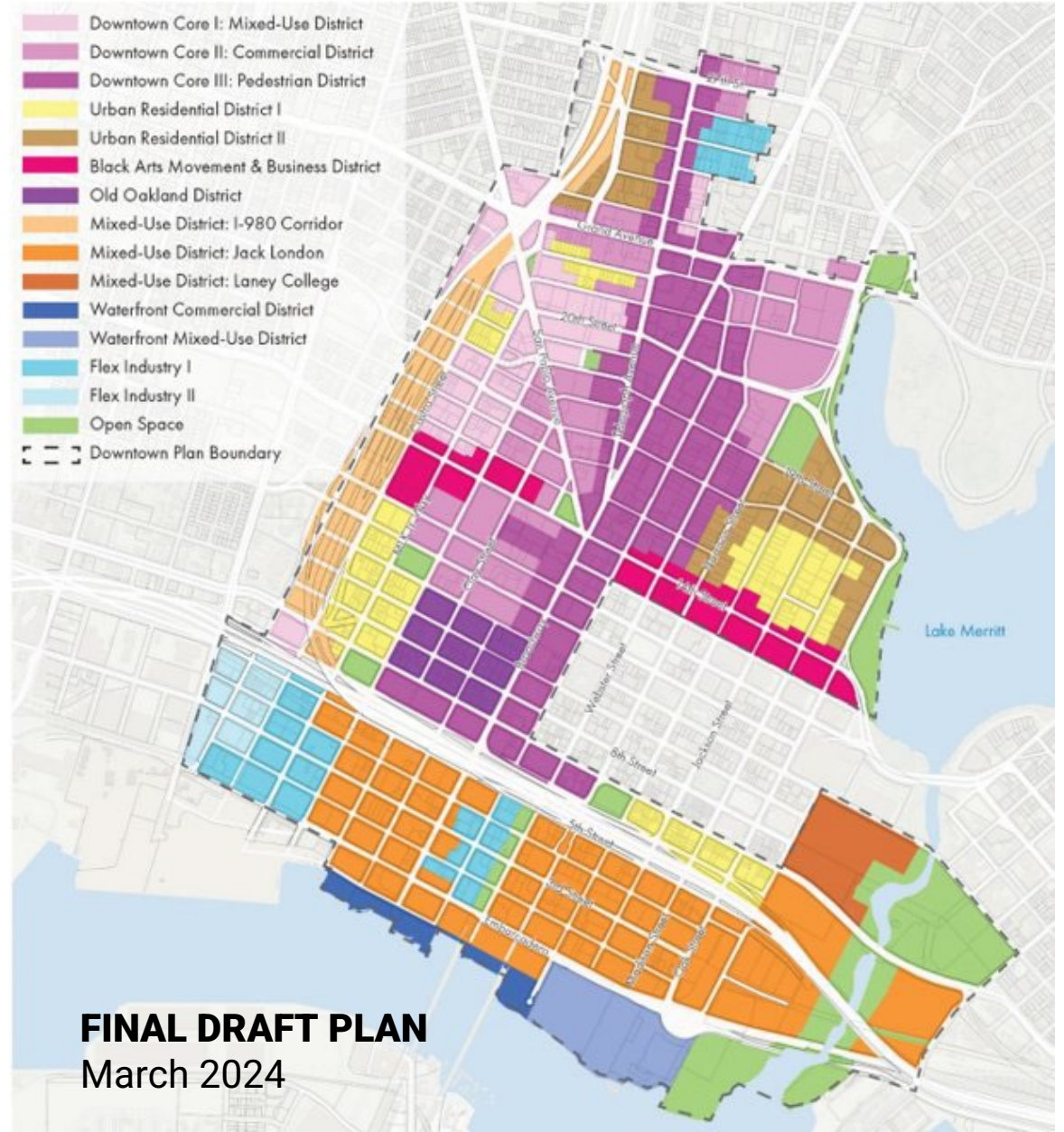
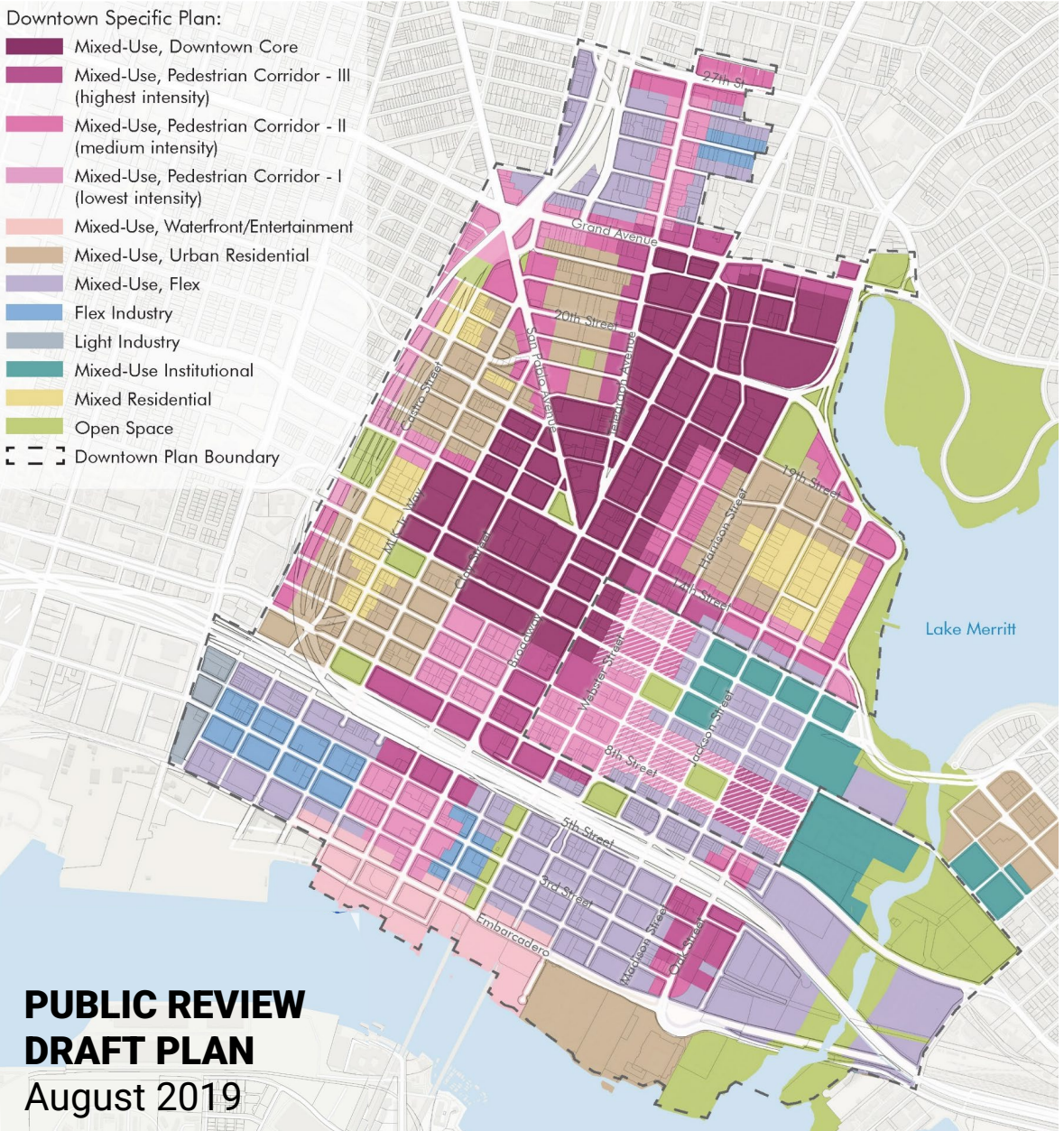
LAKE MERRITT BOULEVARD

Proposed Street Improvements,
New Plaza and Museum

Attachment C



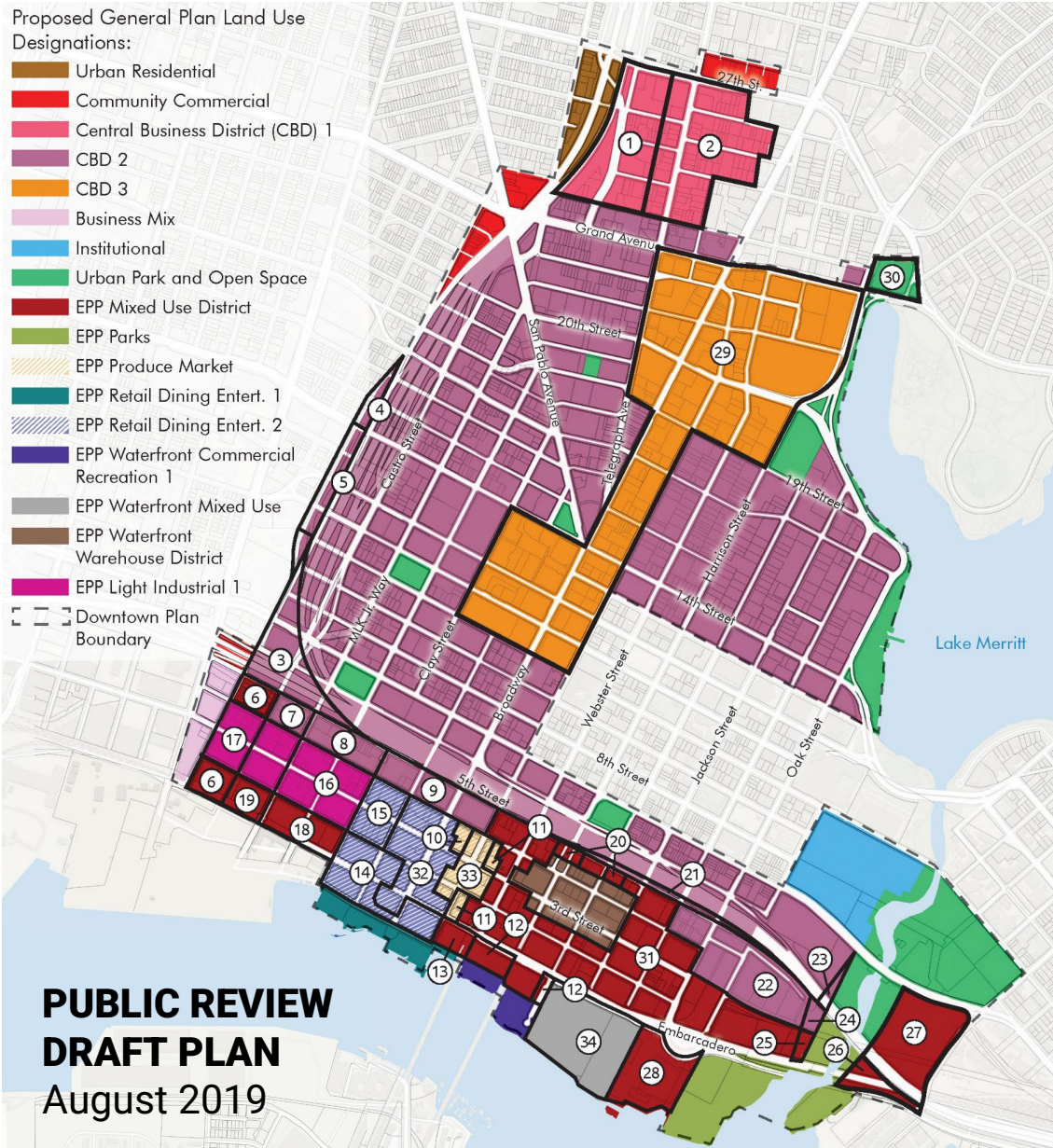
WHAT'S CHANGED: CHARACTER AREA MAP



WHAT'S CHANGED: GENERAL PLAN AMENDMENTS MAP

Proposed General Plan Land Use Designations:

- Urban Residential
- Community Commercial
- Central Business District (CBD) 1
- CBD 2
- CBD 3
- Business Mix
- Institutional
- Urban Park and Open Space
- EPP Mixed Use District
- EPP Parks
- EPP Produce Market
- EPP Retail Dining Entert. 1
- EPP Retail Dining Entert. 2
- EPP Waterfront Commercial
- Recreation 1
- EPP Waterfront Mixed Use
- EPP Waterfront Warehouse District
- EPP Light Industrial 1
- Downtown Plan Boundary



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Proposed General Plan Land Use Designations:



- Mixed Housing Type Residential
- Urban Residential
- Community Commercial
- Central Business District 1
- Central Business District 2
- Central Business District 3
- Business Mix
- Institutional
- Urban Park and Open Space
- EPP Mixed Use District
- EPP Parks
- EPP Produce Market
- EPP Off-Price Retail District
- EPP Retail Dining Entert. 1
- EPP Retail Dining Entert. 2
- EPP Waterfront Commercial
- Recreation 1
- EPP Waterfront Mixed Use
- EPP Waterfront Warehouse
- EPP Light Ind. 1
- Downtown Plan Boundary

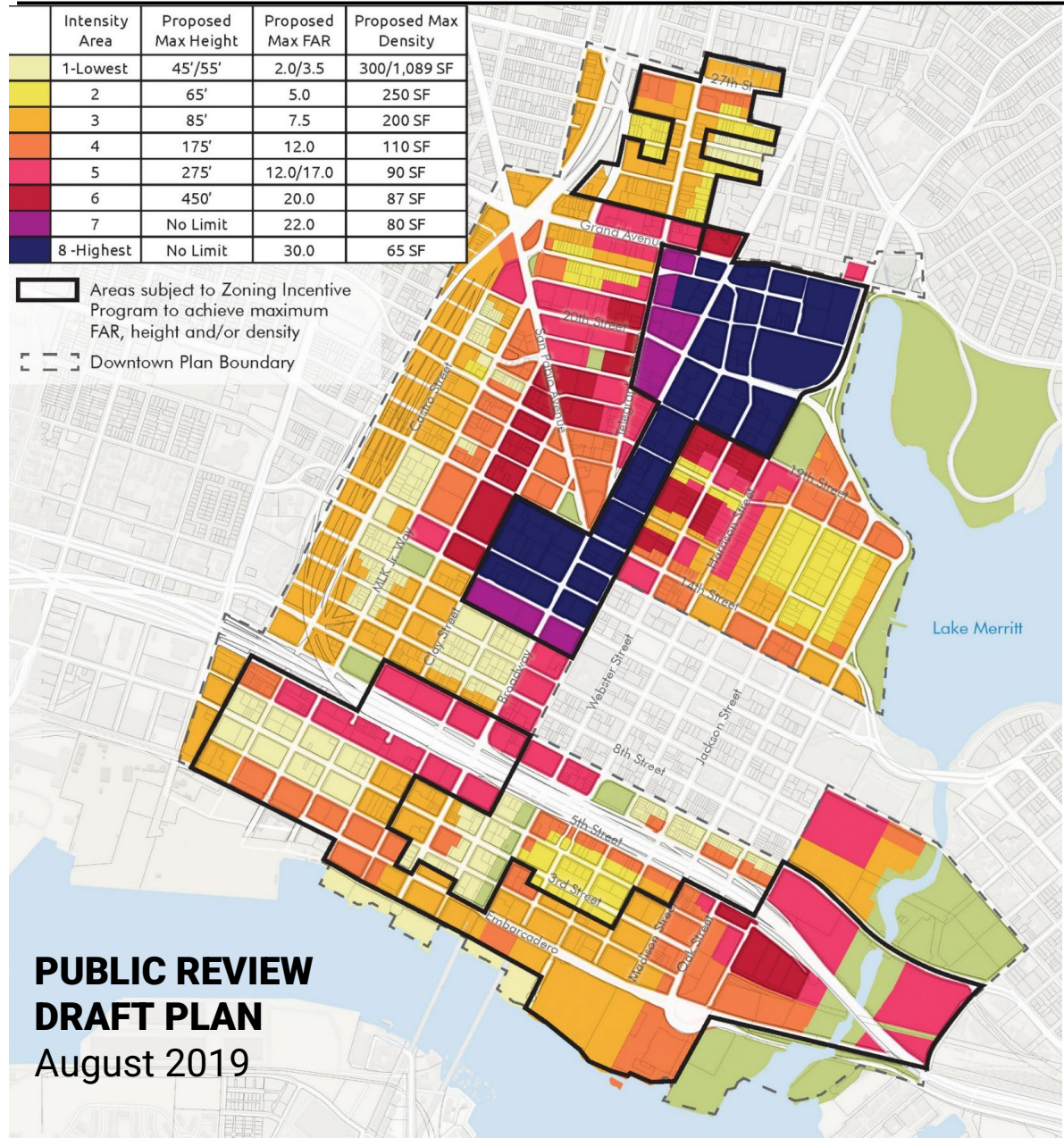


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WHAT'S CHANGED: INTENSITY MAP



Intensity Area	Proposed Max Height	Proposed Max FAR	Proposed Max Density
1-Lowest	45'/55'	2.0/3.5	300/1,089 SF
2	65'	5.0	250 SF
3	85'	7.5	200 SF
4	175'	12.0	110 SF
5	275'	12.0/17.0	90 SF
6	450'	20.0	87 SF
7	No Limit	22.0	80 SF
8-Highest	No Limit	30.0	65 SF

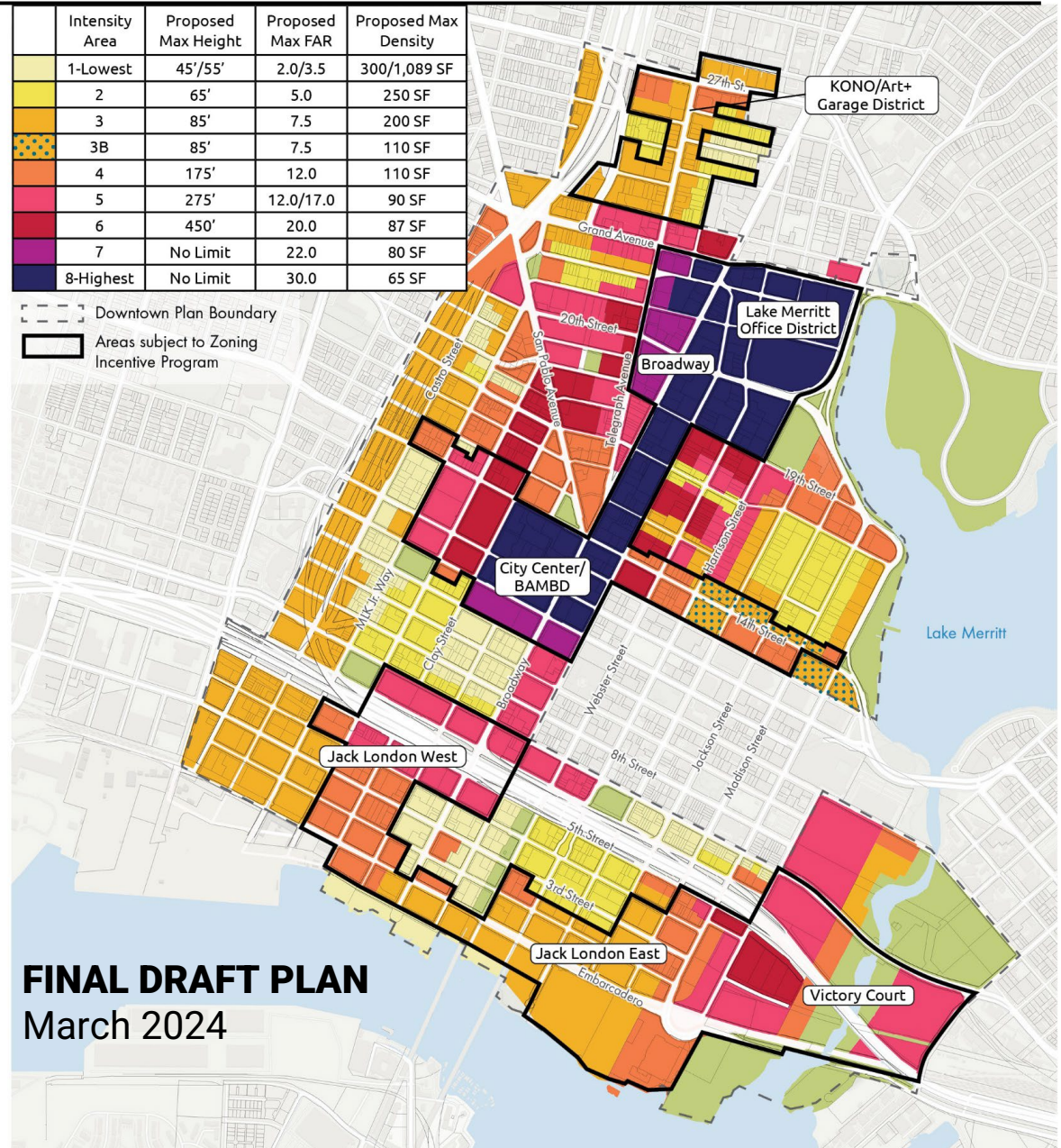
 Areas subject to Zoning Incentive Program to achieve maximum FAR, height and/or density
 Downtown Plan Boundary



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Intensity Area	Proposed Max Height	Proposed Max FAR	Proposed Max Density
1-Lowest	45'/55'	2.0/3.5	300/1,089 SF
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6	450'	20.0	87 SF
7	No Limit	22.0	80 SF
8-Highest	No Limit	30.0	65 SF



 Downtown Plan Boundary
 Areas subject to Zoning Incentive Program

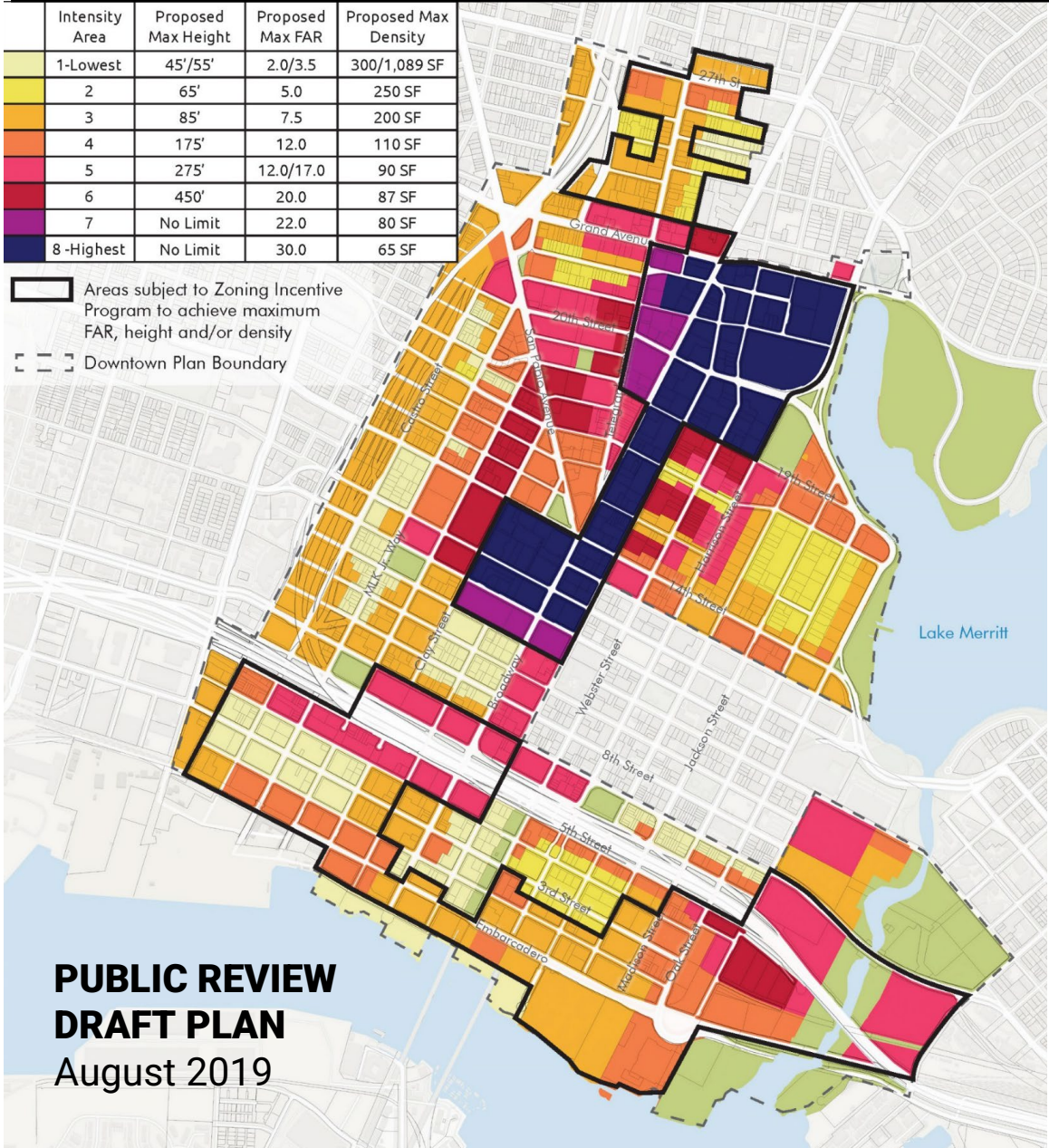


FINAL DRAFT PLAN
March 2024

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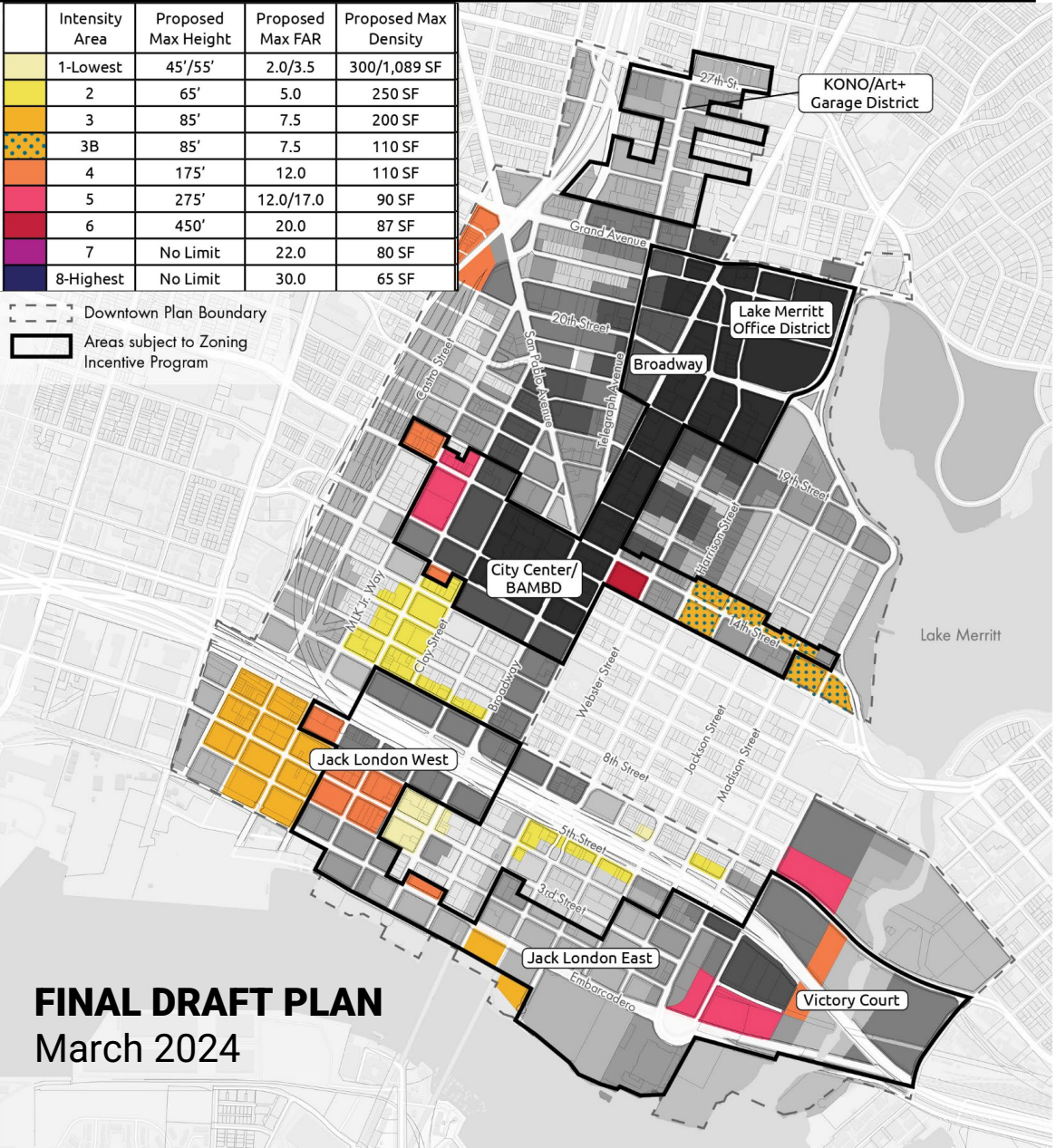
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 Downtown Plan Boundary
 Areas subject to Zoning Incentive Program



FINAL DRAFT PLAN
March 2024