



# AGENDA REPORT

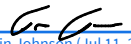
**TO:** Jestin D. Johnson  
City Administrator

**FROM:** William Gilchrist  
Director, Planning and  
Building

**SUBJECT:** SUPPLEMENTAL – Downtown  
Oakland Specific Plan (DOSP)

**DATE:** July 11, 2024

City Administrator Approval

  
Jestin Johnson (Jul 11, 2024 20:00 PDT)

Date: Jul 11, 2024

## **RECOMMENDATION**

The City Administration recommends that the City Council take the following legislative actions while including the below-described additions/amendments of Councilmembers Fife and Kalb:

**(1) Adopt a Resolution, as Recommended by the City Planning Commission, To:**

**(A) Adopt The Downtown Oakland Specific Plan And Related General Plan Text and Map Amendments, Including Amendments to the Estuary Policy Plan and the Land Use and Transportation Element; and**

**(B) Certify the Environmental Impact Report For the Downtown Oakland Specific Plan And Associated Legislative Actions And Making Related California Environmental Quality Act Findings;**

**(2) Adopt an Ordinance, as Recommended by the City Planning Commission, To: (a) Make Oakland Planning Code and Oakland Municipal Code Text and Map Amendments And (b) Amend the City of Oakland Master Fee Schedule (Adopted By Ordinance Nol. 13747 C.M.S., As Amended) To Adopt the Central District Entertainment Venue Fees.**

## **REASON FOR SUPPLEMENTAL REPORT**

Councilmember and Chair Dan Kalb introduced several proposed amendments to the Downtown Oakland Specific Plan (“DOSP”) legislative package that was presented to the Community and Economic Development (“CED”) Committee on June 25 and July 9, 2024. The proposed amendments consist of the following:

- Amendments to the DOSP figures to remove reference to right-of-way improvements to help avoid potential collisions between bicyclists and rail and between bicyclists and large

City Council  
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trucks. Additionally, with the Howard Terminal ballpark no longer in play, it may make sense to rethink some of the design elements along Embarcadero West immediately adjacent to the Port of Oakland.

- Amendments to Standard Conditions of Approval referenced in the DOSP Environmental Impact Report (“EIR”) to be further protective against mobile and stationary sources of diesel emissions.
- Addition to Note 3 of Table 17.101K.04 of the Oakland Planning Code (“OPC”) to permit setbacks to match the existing principle building setbacks for adjacent lots.
- Addition of Note 9 to the Oakland Planning Code (“OPC”) Table 17.101K.07, “Residential ZIP Benefits: Community Benefits Required to Earn Additional Residential Units, by ZIP Benefit Area” to ensure that at least ten percent (10%) of community benefits are paid in fees where a project proposes at least 125 units above the base.

In addition, at the July 9, 2024 CED Committee Meeting, Councilmember Carroll Fife introduced an amendment to Height Intensity Area (“HIA”) Map to amend the height limit at 1310 Oak Street (referred to as the Fire Alarm Building) from sixty-five (65) feet to seventy-five (75) feet. The increased height may help facilitate potential development of the Museum of Jazz and Art -- Oakland at the site, which is currently being proposed.

These amendments were ultimately recommended by motion of the CED Committee (4-0) at the July 9, 2024 CED Committee meeting. Below are the proposed text amendments, which will ultimately be incorporated into the DOSP, DOSP EIR, and Oakland Planning Code if the Council adopts the DOSP package and approves the changes by motion.

### **Amendments Proposed By Councilmember and Chair Kalb**

#### ***1. Crossings at Embarcadero West***

- On Figure M-4, remove the words “Connectivity improvement” on along Embarcadero West between Clay Street and Martin Luther King Jr. Way.
- On Figure M-7, remove “Recommended Bikeway” line on Embarcadero West west of Clay Street, on Martin Luther King Jr. Way *below* 2<sup>nd</sup> Street, and Brush Street *below* 2<sup>nd</sup> Street.
- On Figure AP/C-1, remove the “MLK Jr. Way Streetscape/Embarcadero West Improvements” along Embarcadero West from Clay to MLK Jr. Way and along MLK from Embarcadero West to 2<sup>nd</sup> Street.
- On Figure AP/C-2 remove the “Already In-Progress Improvements” along the same routes as proposed for AP/C-1.
- Add a *footnote* on Figure M-4, M-7, AP/C-1, and AP/C-2 that the DOSP Pedestrian and Bicycle maps do *not* supersede the Pedestrian and Bicycle Master Plans.

These modifications to the DOSP are to help avoid potential collisions between bicyclists and rail and between bicyclists and large trucks. Additionally, with the Howard Terminal ballpark no longer in play, it may make sense to rethink some of the design elements along Embarcadero West immediately adjacent to the Port of Oakland.

\*\*\*Additionally, these modifications in the DOSP do *not* remove the proposed language, diagrams and planned safety improvements along 2<sup>nd</sup> street, 3<sup>rd</sup> street, and along MLK Jr. Way from 2<sup>nd</sup> street to 14<sup>th</sup> street.

## ***2. Standard Conditions of Approval (SCA) regarding Diesel Stationary and Mobile Sources***

### **SCA-AIR-4 (Additions in Highlight and Underline)**

Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:

- **Not using diesel trucks where feasible, as determined by the City.**
- **Using the best available technology vehicles where feasible, as determined by the City.**
- Installing electrical hook-ups for diesel trucks at loading docks.
- Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
- Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.
- Prohibiting trucks from idling for more than two minutes.
- Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.

When Required: Prior to approval of construction-related permit Initial  
Approval: Bureau of Planning Monitoring/Inspection: Bureau of Building

b) Maintenance of Health Risk Reduction Measures Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.

When Required: Ongoing Initial  
Approval: N/A Monitoring/Inspection: Bureau of Building

### **SCA-AIR-5 (Additions in Underline and Deletion in Strikeout)**

SCA-AIR-5 adequately addresses the risk of Diesel Generators. As CM Kalb appropriately noted, “diesel” should be stricken from the statement asserting that backup “diesel” generators are required for all buildings over 70 feet tall. This should state “back-up generators” generally. Other than this change, SCA-AIR-5 adequately addresses the risks of back-up diesel generators by requiring either: (1) an HRA (and adopted measures) or (2) installation of non-diesel fueled generators or diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible (see below).

**SCA-AIR-5: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#25)**

Applicable To: All projects that involve a stationary pollutant source requiring a permit from BAAQMD, including but not limited to back-up diesel generators. The California Building Code requires back-up **diesel** generators for all buildings over 70 feet tall.

Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose one of the following methods:

a) The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA is identified to reduce the health risk to acceptable levels, identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City.

- or -

b) The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City:

- i. Installation of non-diesel fueled generators, if **technologically** feasible, or;
- ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible. **If higher standards are available for diesel generators at the time of project approval, the project applicant shall install diesel generators that meet that highest available standard.**

***3. Front Setbacks in Downtown Residential Zones with certain Areas of Primary Importance (APIs)***

For Table 17.101K.04 Development Standards for Downtown District Zones

Add to note three what is highlighted and underlined.

3. There is no front setback required, except as described in note 2; and there is a six (6) foot front setback required for new construction when the ground floor contains residential units adjacent to the principal street. **Parcels in either the D-DT-R or D-DT-RX Zones that are also**

**in Base Height and Intensity Area (HIA) 1, 2, 3, 4, or 5 shall have a minimum front setback requirement of ten (10) feet. If adjacent lots abutting the side lot lines of the subject lot both contain principal buildings that have front setbacks with a depth of less than ten (10) feet, the minimum front setback may be reduced for buildings and other structures on the subject lot up to a line parallel to the front lot line and extended from the most forward projection of the principal building on the adjacent lots having the deeper front setback depth, provided such projection is enclosed, has a wall height of at least eight (8) feet, and has a width of at least five (5) feet. In the case of a corner lot or lot that has a vacant parcel next to it, this same principal may apply if the two (2) lots adjacent to the corner lot or lot along its front lot line have less than a ten (10) feet front setback.**

**4. Fee Requirement for Residential ZIP Projects**

For Table 17.101K.07 Residential ZIP Benefits: Community Benefits Required to Earn Additional Residential Units, by ZIP Benefit Area, add the following note:

**Note 9: For projects that include 125 or more dwelling units above the base, at least ten percent (10%) of the equivalent fees that would be required to receive the additional dwelling units shall be paid as fees, while the remainder fees could either be delivered with on-site improvements as listed in the table or paid with fees, or a combination of both to be approved by the city.**

And in the table 17.101k.07 as shown below, add “and 9” to each area where it says “See Notes” as shown below in underline and ~~strikeout~~.

**Table 17.101K.07 Residential ZIP Benefits: Community Benefits Required to Earn Additional Residential Units, by ZIP Benefit Area**

Benefit Increment Provided	Number of Dwelling Units Permitted Above the Base		
	Benefit Area R-A	Benefit Area R-B	Area R-C
<b>\$15,000 Funding for Affordable Housing, Infrastructure Improvements and Employment Training</b> (See Notes 1., 2., 3., <del>and 8.</del> <u>and 9</u> )	0.7 additional market-rate dwelling units above the base maximum	1.0 additional market-rate dwelling units above the base maximum	1.25 additional market-rate dwelling units above the base maximum
<b>100 Square Feet of Below-Market Commercial Space</b> (See Notes 2., 3. 4., <del>and 8.</del> <u>and 9</u> )	1.3 dwelling units	1.9 dwelling units	2.4 dwelling units
<b>Two or More Public Restrooms</b> (See Notes 5, 6., <del>and 8.</del> <u>and 9</u> )	41 dwelling units	60 dwelling units	75 dwelling units

<b>\$150,000 in Streetscape, Open Space, and Flood Control Improvements</b> (See Notes 2, 3, 7., and 8, and <b>9</b> )	7 dwelling units	10 dwelling units	12.5 dwelling units
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**Councilmember Fife Proposed Change to the Height of the 1310 Oak Street from Sixty-Five (65) feet to Seventy-Five (75) Feet**

At the July 9, 2024 CED Committee Meeting, Councilmember Carroll Fife introduced an amendment to Height Intensity Area (“HIA”) Map to amend the height limit at 1310 Oak Street (referred to as the Fire Alarm Building) from sixty-five (65) feet to seventy-five (75) feet. If City Council approves this height change by motion upon adoption of the DOSP, staff will update the HIA Map to reflect this height change.

**Response to Public Comment**

Staff has worked over the course of several drafts and nearly 200 public meetings, including meetings of the Community Advisory Group, to integrate and balance the needs and requests of many specific communities and interest groups. At the July 9, 2024 CED Committee Meeting, public speakers reiterated several questions and concerns from the prior meeting about requested changes that staff and the Planning Commission had not made to the DOSP Package presented to CED Committee. In the attached supplemental presentation (**Attachment A**), staff has provided explanations of why it has not recommended these additional changes that have again been requested by the public.

**ACTION REQUESTED OF THE CITY COUNCIL**

The City Administration recommends and requests that the City Council take the following legislative actions, while including the above-described additions/amendments of Councilmembers Fife and Kalb:

(1) Adopt a Resolution, as Recommended by the City Planning Commission, To:

(A) Adopt The Downtown Oakland Specific Plan And Related General Plan Text and Map Amendments, Including Amendments to the Estuary Policy Plan and the Land Use and Transportation Element; and

(B) Certify the Environmental Impact Report For the Downtown Oakland Specific Plan And Associated Legislative Actions And Making Related California Environmental Quality Act Findings;

(2) Adopt an Ordinance, as Recommended by the City Planning Commission, To: (a) Make Oakland Planning Code and Oakland Municipal Code Text and Map Amendments And (b) Amend the City of Oakland Master Fee Schedule (Adopted By Ordinance Nol. 13747 C.M.S., As Amended) To Adopt the Central Business District Entertainment Venue Fees.

For questions regarding this report, please contact JOANNA WINTER, PROJECT MANAGER, at (510) 238-2166.

Respectfully submitted,

*William Gilchrist*

William Gilchrist  
Director, Department of Planning and Building

Reviewed by:  
Laura Kaminski, Strategic Planning Manager

Prepared by:  
Joanna Winter, Planner IV  
Strategic Planning Division

**Attachments (1):**

**Supplemental Presentation A:** DOSP Supplemental Presentation

**Supplemental Presentation A Appendix:** DOSP Supplemental Presentation Appendix

# DOWNTOWN OAKLAND SPECIFIC PLAN (DOSP)

City Council

July 16, 2024



Supplemental Presentation A



## 2 | PLAN GOALS & VISION

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1. ECONOMIC OPPORTUNITY

2. HOUSING & HOMELESSNESS

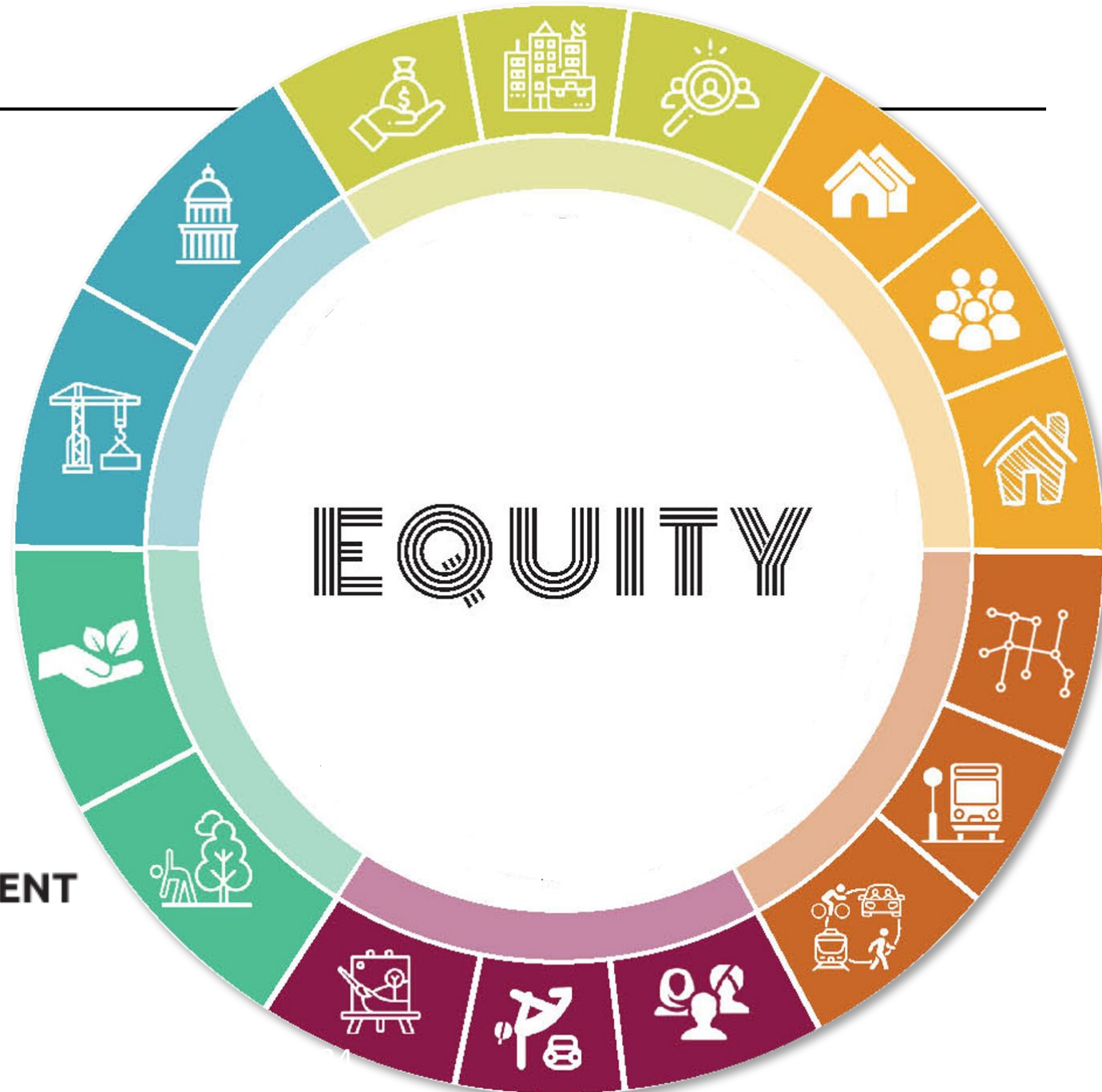
3. MOBILITY

4. CULTURE KEEPING

5. COMMUNITY HEALTH & SUSTAINABILITY

6. LAND USE & URBAN DESIGN

7. IMPLEMENTATION & ONGOING ENGAGEMENT



# 3 | COMMUNITY INVOLVEMENT



**Project Initiation**

2015-2016



**Plan Drafting & Iteration**

2017-2018



2018-2019



2020-2023



**Racial Equity Re-Launch**



**Final Plan, Zoning & Adoption**



## 4 | COMMUNITY INVOLVEMENT

- **125+ Community and stakeholder meetings and public events**
  - Large community workshops, 10-day open house on Broadway, topic-focused equity working groups, neighborhood meetings (Chinatown, BAMBD, Old Oakland, Art & Garage, Jack London), Youth Summit, SPUR panels, and events such as farmers' markets and Black Joy Parade
- **20+ meetings with Community Advisory Group (CAG)**
  - Participants included EBHO, Oakland Heritage Alliance, BAMBD CDC, Malonga Center, non-profit and for-profit developers, artists and arts organizations, BIDs, local business owners, chambers
- **35+ racial equity focus groups and one-on-one interviews**
  - Including Asian Health Services, East Oakland Building Healthy Communities, the Oakland Food Policy Council, and advocates for people with disabilities
- **30+ Board and Commission Meetings**
  - Including Mayor's Commissions on Aging & Persons with Disabilities, Zoning Update Committee, Landmarks Preservation, Youth, Parks and Recreation, Bicycle and Pedestrian, Arts, Library
- **Surveys**
  - Online with educational videos, events such as Lunar New Year and Latham Square Third Thursdays, interviews at St. Vincent de Paul, chalkboard surveys in Lincoln Square Park and Uptown, older adults and people with disabilities (developed with disability advocates)

# 5 | OVERVIEW: WHAT WILL THE PLAN DO?

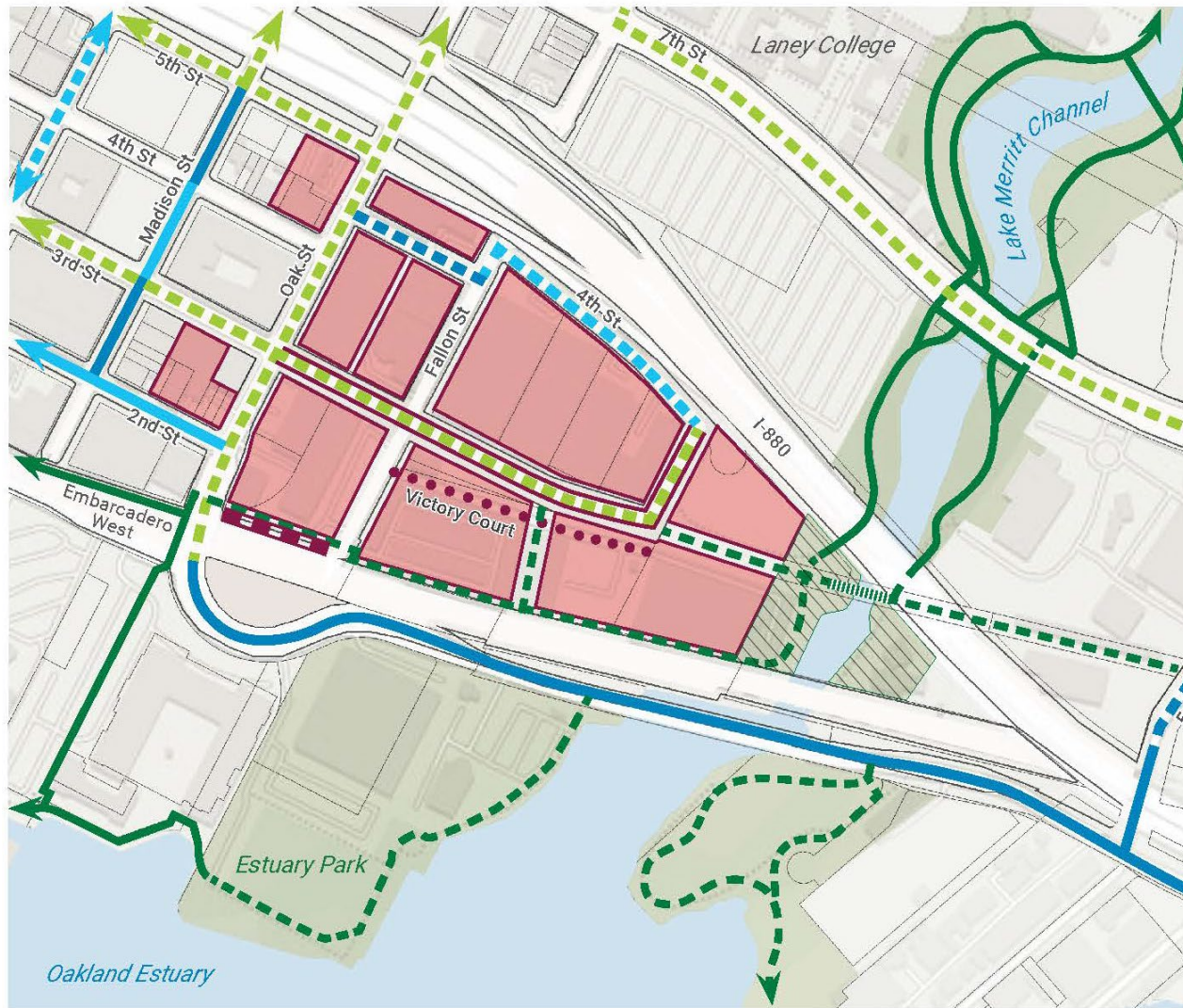


- 29,000 new housing units (4,365-7,275 affordable, with focus on lowest income)
- 60,000 new jobs
- Tax revenues for City services and maintenance
- Enliven downtown as a thriving, safe mixed-use neighborhood
- Lift up and protecting Oakland's artists, entrepreneurs and culture-bearers
- Build community wealth to overcome racial disparities

# 6 | OVERVIEW: WHAT WILL THE PLAN DO?

- **Modernize and broaden the role of downtown**
  - Mixed uses with housing and entertainment, R&D and industrial jobs rather than just office
- **Increase housing and jobs near transit**
  - Streamline and provide community benefits
- **Expand funding for public services**
  - One-time development impact fees and more significant long-term tax revenues
- **Revitalize local businesses and enhance public safety**
  - Stem cultural displacement, fill vacant ground floor spaces
- **Prepare for climate change and sea level rise**
  - Comprehensive infrastructure and adaptation plans in development projects and regionally
- **Reconnect West Oakland with Downtown**
  - Thoughtfully re-envision I-980 and repair harm done to Black community

# 7 | FOCUS AREAS: VICTORY COURT & BAMBD



Victory Court



BAMBD

# 8 | FOCUS AREAS: I-980 & GREEN LOOP



I-980



Green Loop

# WHAT'S CHANGED SINCE 2019? NEW & UPDATED DATA, POLICIES, STRATEGIES



## Updated Strategies/Policies

- Updated affordable housing targets to reflect the City's revised Permanent Access to Housing (PATH) Framework
- Updated data and maps, such as Sea Level Rise

## Pandemic Recovery Strategies

- Mixed-use downtown: arts, culture, housing & non-office jobs
- Center racial equity & BAMBBD businesses, culture & nightlife
- Build an equitable economy
- Invest in community infrastructure & an active, safe street life



# 10 | RECAP: HOW WILL THE DOSP ACHIEVE ITS GOALS?

## **Sets policy for inclusive implementation, a detailed work plan for multiple city departments, and outcomes monitoring**

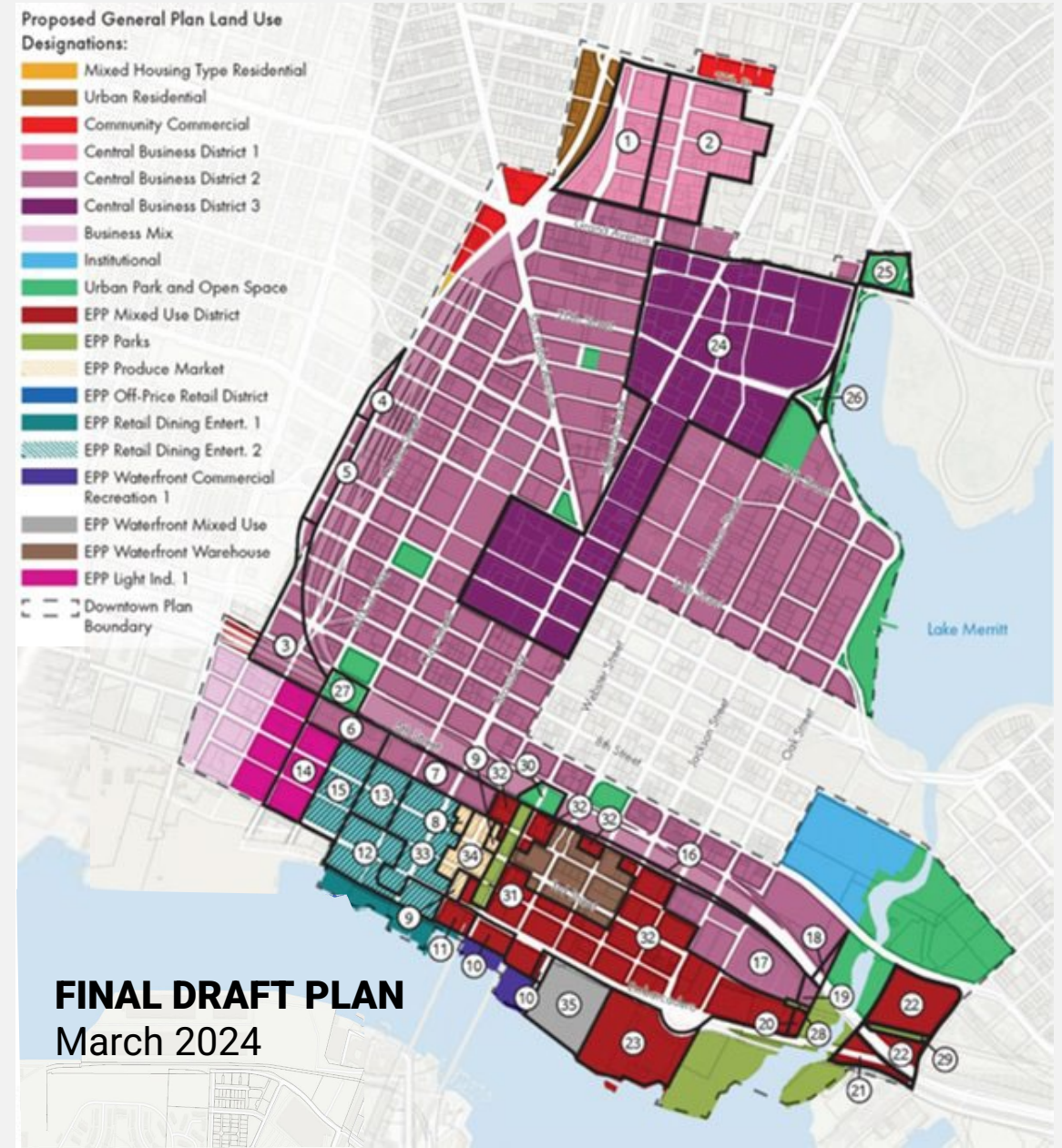
- Short to long term implementation actions
- Participation from City, partner agencies and community members
- Racial equity impact assessment and measures of success
- Ongoing specific plan implementation steering committee to advise and develop partnerships

## **Immediate/concurrent actions to be adopted with the Plan**

- Zoning Map and Planning Amendments
- General Plan Amendments
- Final Environmental Impact Report (EIR)

# 11 | GENERAL PLAN AMENDMENTS

- Split the “Central Business District (CBD)” General Plan designation into three different CBD General Plan categories with three corresponding levels of development intensity
- Increase the amount of land designated as Central Business District (“CBD”)
- Reclassify some parcels (just south of I-880) under the EPP Land Use designations
- Minor changes to intensity (consistent with the 2023 General Plan Update amendments)



# ENVIRONMENTAL IMPACT REPORT (EIR)

## Impacts

- **Significant and unavoidable impacts even with mitigation measures identified:** Traffic and Transportation; Air Quality; Cultural and Historic Resources; Aesthetics (shadow and wind)
- **Mitigations:** EIR Includes Standard Conditions of Approval and Mitigation Measures to mitigate, where possible, the environmental impacts of development

## Overall, the project is intended to improve environmental impacts and meet ECAP goals:

- Reduce vehicle miles traveled, and accordingly greenhouse gas emissions and air quality impacts
- Provide ridership to support the existing transit system and allow for expansion and improvements
- Improve pedestrian and bicycle facilities to promote active transportation

# 13 | ZONING AMENDMENTS: DOSP GOALS & ZONING STRATEGIES

DOSP Objective	Zoning Approach
Economic Opportunity	<ul style="list-style-type: none"> <li>• <b>Flexibility in ground floor uses</b></li> <li>• <b>Employment priority overlay zone</b></li> <li>• <b>Preservation of industrial land &amp; industrial transition in western Jack London</b>, R&amp;D uses in central core</li> <li>• Zoning Incentive Program below market-rate commercial space benefit</li> </ul>
Housing & Homelessness	<ul style="list-style-type: none"> <li>• <b>Increased residential density with community benefits, including affordable housing funds</b></li> <li>• Allowing high-density residential in Victory Court (South Jack London Area) with sea level rise adaptation</li> <li>• Permitting high-density efficiency units and work/live units</li> </ul>
Mobility, Safety & Connectivity	<ul style="list-style-type: none"> <li>• Green Loop pedestrian/bicycle/landscaping infrastructure improvements</li> <li>• <b>Freeway zones to improve pedestrian experience</b></li> <li>• Infrastructure improvements (primarily implemented by DOT)</li> </ul>
Culture Keeping	<ul style="list-style-type: none"> <li>• <b>BAMBD Arts &amp; Culture overlay zone</b> to support a thriving district with concentration of relevant activities</li> <li>• Arts &amp; Garage District zoning to protect artists &amp; small-scale manufacturers</li> <li>• <b>Relaxed rules to permit entertainment and performance venues, revised process for alcohol permits</b></li> <li>• <b>Permitting artisan production commercial activities by right</b>, expanding work/live</li> </ul>
Community Health & Sustainability	<ul style="list-style-type: none"> <li>• <b>Sea Level Rise overlay zone to require large scale comprehensive sea level rise adaptation plans</b></li> <li>• Green Loop to encourage walking, biking, and use of green/recreational space</li> <li>• Standards to protect Lake Merritt Channel for nature and recreation</li> </ul>
Land Use & Urban Form	<ul style="list-style-type: none"> <li>• Revised design standards for towers, storefronts, Green Loop and other key frontages</li> <li>• <b>Transfer of development rights (TDR) program</b> to preserve historic buildings</li> </ul>

# ZONING AMENDMENTS: ZONING INCENTIVE PROGRAM (ZIP)

- Community benefits required to build beyond today's maximum intensity
- Increase is between existing ("Base") and new ("ZIP") maximum intensity
- Value of increase assessed by peer-reviewed financial analysis of prototypes across the ZIP area
- 1/3 of value created goes to community benefits, 1/3 to developer, and 1/3 to land price – balances maximizing benefits with incentivizing participation



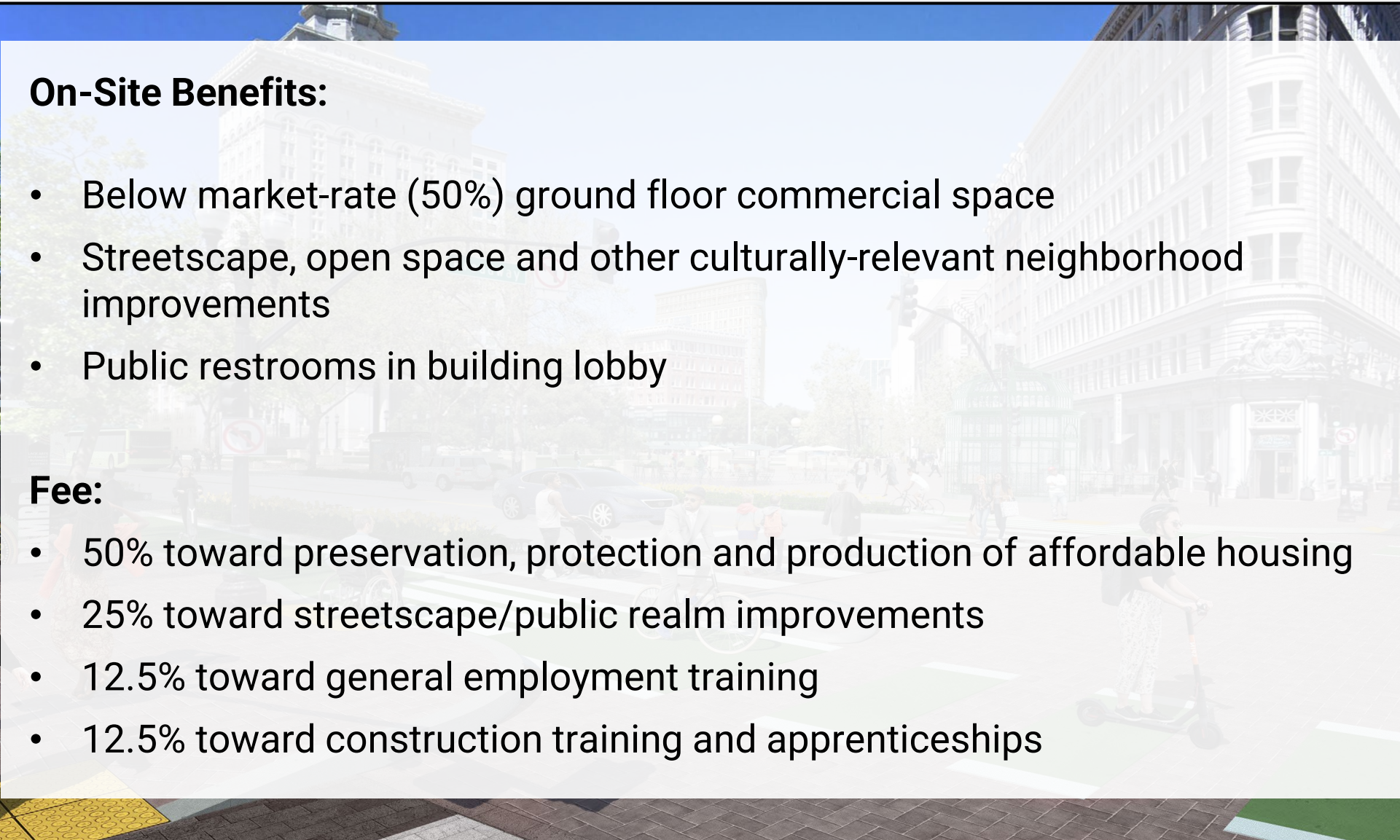
# ZONING AMENDMENTS: ZONING INCENTIVE PROGRAM (ZIP)

## On-Site Benefits:

- Below market-rate (50%) ground floor commercial space
- Streetscape, open space and other culturally-relevant neighborhood improvements
- Public restrooms in building lobby

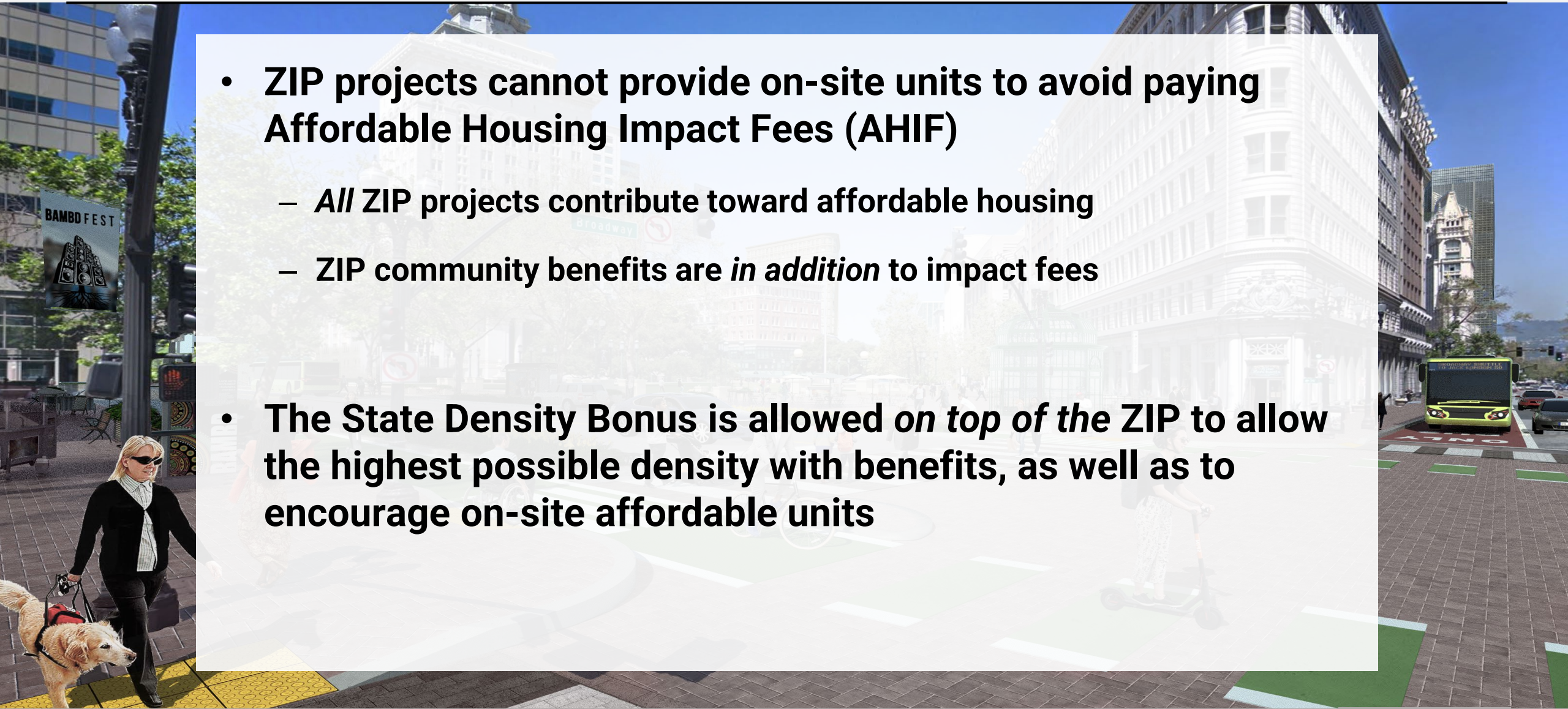
## Fee:

- 50% toward preservation, protection and production of affordable housing
- 25% toward streetscape/public realm improvements
- 12.5% toward general employment training
- 12.5% toward construction training and apprenticeships



# ZONING AMENDMENTS: ZONING INCENTIVE PROGRAM (ZIP)

- ZIP projects cannot provide on-site units to avoid paying Affordable Housing Impact Fees (AHIF)
  - All ZIP projects contribute toward affordable housing
  - ZIP community benefits are *in addition* to impact fees
- The State Density Bonus is allowed *on top of the* ZIP to allow the highest possible density with benefits, as well as to encourage on-site affordable units



# 17 | FREQUENTLY ASKED QUESTIONS (FAQ)



## Frequently Asked Questions



# 18 | FREQUENTLY ASKED QUESTIONS (FAQ)

- **How do we require residential ZIP projects to provide affordable housing benefits?**
  - **Clarification: All residential ZIP projects provide Affordable Housing Impact Fees (AHIF) on market rate units**
  - **In addition, Councilmember Kalb has proposed a change that would require all residential ZIP projects greater than 125 units to provide at least 10% of their benefit as a fee with the remaining 90% to be either paid as a fee or onsite improvement (or both)**
  - **The threshold ensures that the community will still receive benefits that otherwise the City has no mechanism to provide, but all residential projects ZIP will contribute funds toward affordable housing *in addition to* the AHIF**

# 19 | FAQ : ZIP VALUE CAPTURE

**Concern: Increase the amount of value captured for community benefits from 33% to 50%**

**Response: We need to incentivize using the ZIP by making the program more valuable and have proposed 33% to carefully balance competing goals**

- Increasing to 50% would reduce the incentives to the developer in particular and also to the landowner.
- There are higher costs and greater risks of building at higher density under the ZIP, so incentives are needed in order to get both the benefits and the density we want.

## 20 | FAQ : ZIP CONCESSIONS AND WAIVERS

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- **Concern:** Include concessions and waivers in the ZIP to incentivize use and make it more valuable than the State Density Bonus
- **Response:** The State Density Bonus benefits Downtown Oakland. It gives concessions and waivers to encourage market rate developers to build a certain percentage of their units as affordable; this is how the State incentivizes the private market to build affordable units, reducing the subsidy government must provide
  - Applying concessions and waiver to a market-rate residential ZIP project would undermine our ability to use the State Density Program’s concessions and waivers incentive to gain on-site units
  - The ZIP *intentionally* does not include concessions and waivers to encourage use of the State Density Bonus on top of the ZIP. This encourages more *total* units as well as *on-site* affordable units *plus* getting Affordable Housing Impact Fees on the base and ZIP bonus units
  - Encouraging the State Density Bonus is a necessary strategy to support downtown as a mixed-income neighborhood
  - The State limits our ability to leverage fees for 100% affordable housing in the downtown (not considered a “high-resource” area), so the Density Bonus is one of few options to get affordable housing downtown

### Changes Made

- Responded to Port and OMAST requests:
  - Protected Port uses by developing an industrial transitional zone
  - Rerouted the Green Loop around Howard Terminal, over to MLK, Jr. Wy at Clay St.
  - Removed the Green Loop Combining Zone from Market and
- Additionally: CED Committee moved to remove transportation improvements from DOSP maps, including showing the proposed crossing at Embarcadero West and MLK, Jr. Way



Green Loop

## 22 | FAQ : HOUSING POLICIES

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**Policy H-1.6 - Enhanced Infrastructure Financing District:** Explore the creation of a new downtown value-capture mechanism, such as an Enhanced Infrastructure Financing District (EIFD), with a significant portion of this new long-term revenue stream dedicated to affordable housing retention and production. Value-capture mechanisms such as an EIFD reinvest growth in property tax revenue above a baseline amount.

**Policy H-1.9 - Directing Affordable Housing Funds Downtown:** Explore tools and policies to prioritize some portion of new affordable housing funds for use in downtown to maintain downtown as a mixed-income community, especially as downtown generates additional housing funds through accelerated development activity or increased impact fees.

**Policy H-1.10 - Leveraging Publicly-Owned Land for Housing:** Leverage the City's inventory of publicly-owned land in a manner that supports housing affordability for Oakland residents and is consistent with the City's strategy for public land and the California Surplus Land Act.

**Policy H-1.11 - Co-locate Affordable Housing and Public Facilities:** Establish public/private partnerships between libraries, recreation centers, county properties, and affordable housing providers aimed at co-locating public facilities with affordable housing above.

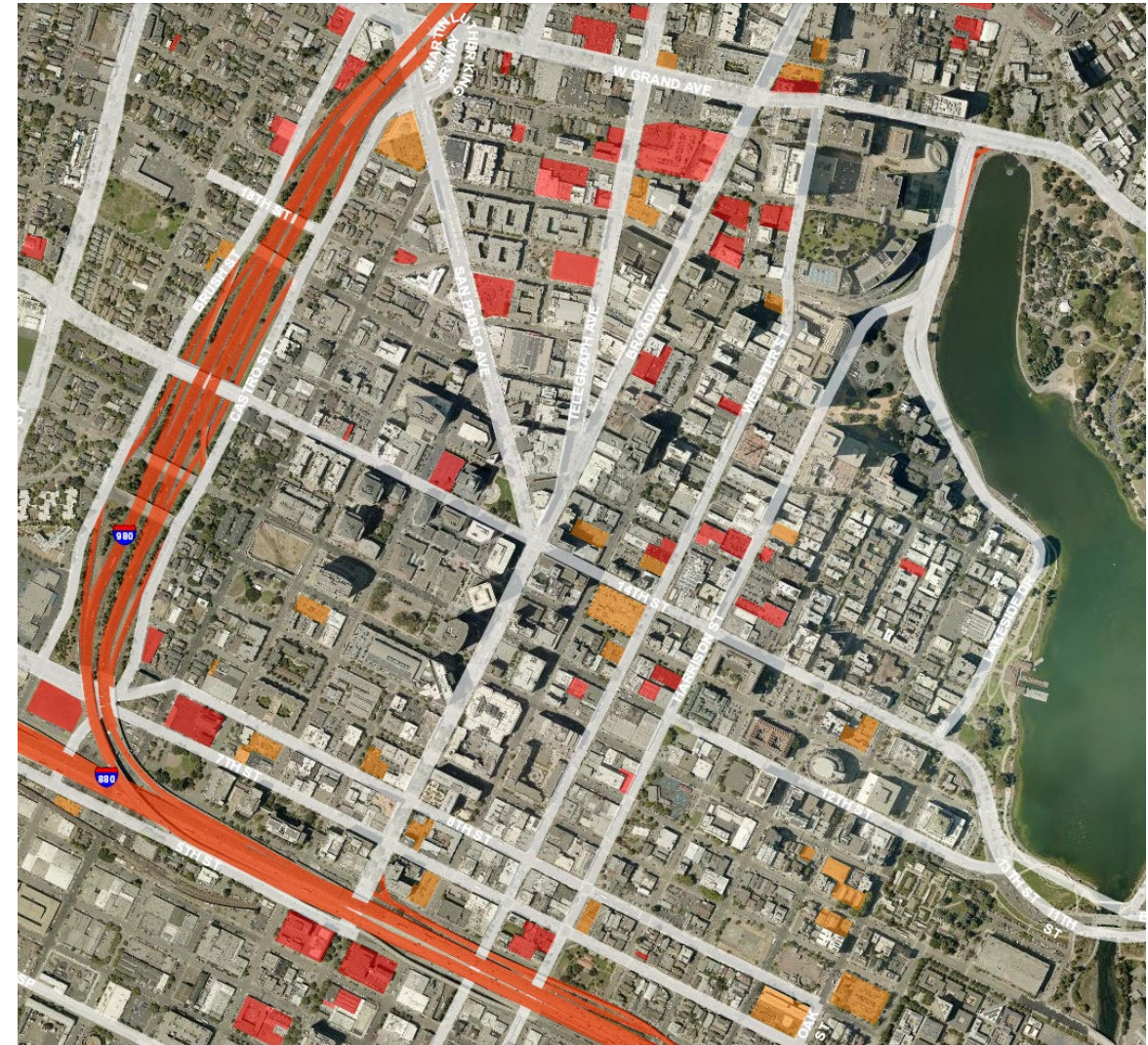
**Policy H-1.12\* - Goals for Affordable Housing Production:** Ensure that a mix of market-rate and income-restricted housing is produced in downtown. Target production is between 4,365 and 7,275 affordable housing units, including units designed to accommodate larger families, out of a total housing production target of 29,100 new units.

**Policy H-2.15\* - Restrooms/Drinking Water in Public Spaces:** Provide creatively designed public drinking water, trash, and gender-neutral restroom facilities in parks and other public spaces, including re-opening and maintaining restrooms in parks that have been closed due to understaffing.

**Policy H-2.14 - Storage Lockers for Unsheltered Residents:** Provide secure storage lockers for the unsheltered residents of downtown in places where they can access them.

### Housing Element Action Items

- **Action 3.3.5:** Implement an affordable housing overlay.
  - S-13 Zone allows for 100% affordable housing to build two stories taller than the height allowed and build unlimited density within that building envelope.
- **Action 3.4.10:** Implement a Housing Sites Overlay Zone to permit sites included in the Housing Sites Inventory to develop with affordable housing by right
  - S-14 Zone allows for Housing Element sites to be built by right if they include 20% or more affordable units



## 24 | FAQ: HOUSING TARGETS

**Table 1-1: Oakland Regional Housing Needs Assessment, 2023-2031**

INCOME LEVEL <sup>1</sup>	INCOME RANGE	NEEDED UNITS	PERCENT OF NEEDED UNITS
Very-Low-Income (0-50% AMI)	<\$50,000	6,511	24.8%
<i>Extremely-Low-Income (&lt;30% AM part of Very-Low-Income in previous row)<sup>2</sup></i>	<\$30,000	3,256	-
Low-Income (51-80% AMI)	\$30,001-80,000	3,750	14.3%
Moderate-Income (81-120% AMI)	\$80,001-119,950	4,457	17.0%
Above-Moderate-Income (>120% AMI)	>\$119,950	11,533	43.9%
<b>Total</b>		<b>26,251</b>	<b>100.0%</b>

1. Income levels reflect 2022 Alameda County Housing and Community Development income limits for a one-person household.  
 2. Extremely-low-income housing need is assumed to be 50 percent of very-low-income housing need.

Source: ABAG, Final RHNA Plan, December 2021

### Very-Low and Low-Income Units to be Provided

Location	Number of Units
Oakland RHNA for the Whole City	10,261
DOSP Target	4,365-7,275

## 25 | FAQ: HISTORIC AREAS, HEIGHTS AND SETBACKS

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**Concern:** Oakland Heritage Alliance requested a requirement for 10-15 foot setbacks in four Areas of Primary Importance (API)

**Response:** Staff advised and Councilmember Kalb proposed requiring 10' setbacks in residential zones in low-intensity areas of the downtown, which leads to setbacks in three APIs

**Concern:** Oakland Heritage Alliance would like to see heights reduced throughout downtown, particularly in all APIs and ASIs.

**Response:** Staff has extensively reviewed OHA's comments and proposals and reduced heights in historic areas where this is a consistent height context, as well as removing the Floral Depot building from the ZIP. Staff does not recommend further reductions.

OHA has recommended increasing heights in other areas to make these reductions, but the proposed increases would either reduce the efficacy of the ZIP or are in places where the heights are already at some of the highest maximums in the downtown. Many of the height reductions they propose are in the core of downtown, where high height is most appropriate and there already are building heights of various amounts (i.e. no consistent height context).



## 26 | FAQ: POLICIES NOT DIRECTIVE ENOUGH

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**Concern:** Many policies aren't specific or directive enough, and include "explore" or "study."

**Response:** A specific plan is a policy document that sets out a vision, policy direction and a workplan for implementation. Many of the implementation steps require a project to be worked on with extensive additional analysis and community engagement; it would be inappropriate to require adoption of them before studying the pros and cons of the action item.

**Concern:** Deadlines need to be included for specific implementation steps.

**Response:** The plan's implementation matrix contains timeframes, but implementation priorities may change based on available budget, staff resources and Council priorities. Adopting the plan also lays the policy foundation to receive state, federal and other grants for implementation, which are on timelines that the City does not control. Implementation resources also have to be considered with other implementation actions from other plans and Elements, such as the Housing Element.

**Concern: A considerable amount of equity work was done on this plan; why isn't there an Equity chapter?**

**Response: Equity is intentionally integrated throughout rather than treated separately. It is called out explicitly through:**

- **Equity indicators & measures of success**
- **Summary of equity-related policies**
- **Relevant equity indicators listed in the sidebar of the policies and actions**
- **Changed first chapter to “Vision, Goals & Equity”**

# DOWNTOWN OAKLAND SPECIFIC PLAN (DOSP)

City Council

July 16, 2024



# DOWNTOWN OAKLAND SPECIFIC PLAN (DOSP)

## PRESENTATION APPENDIX

City Council

July 16, 2024

Supplemental Presentation A Appendix



# Detail on Special Districts & Transfer of Development Rights (TDR) Program

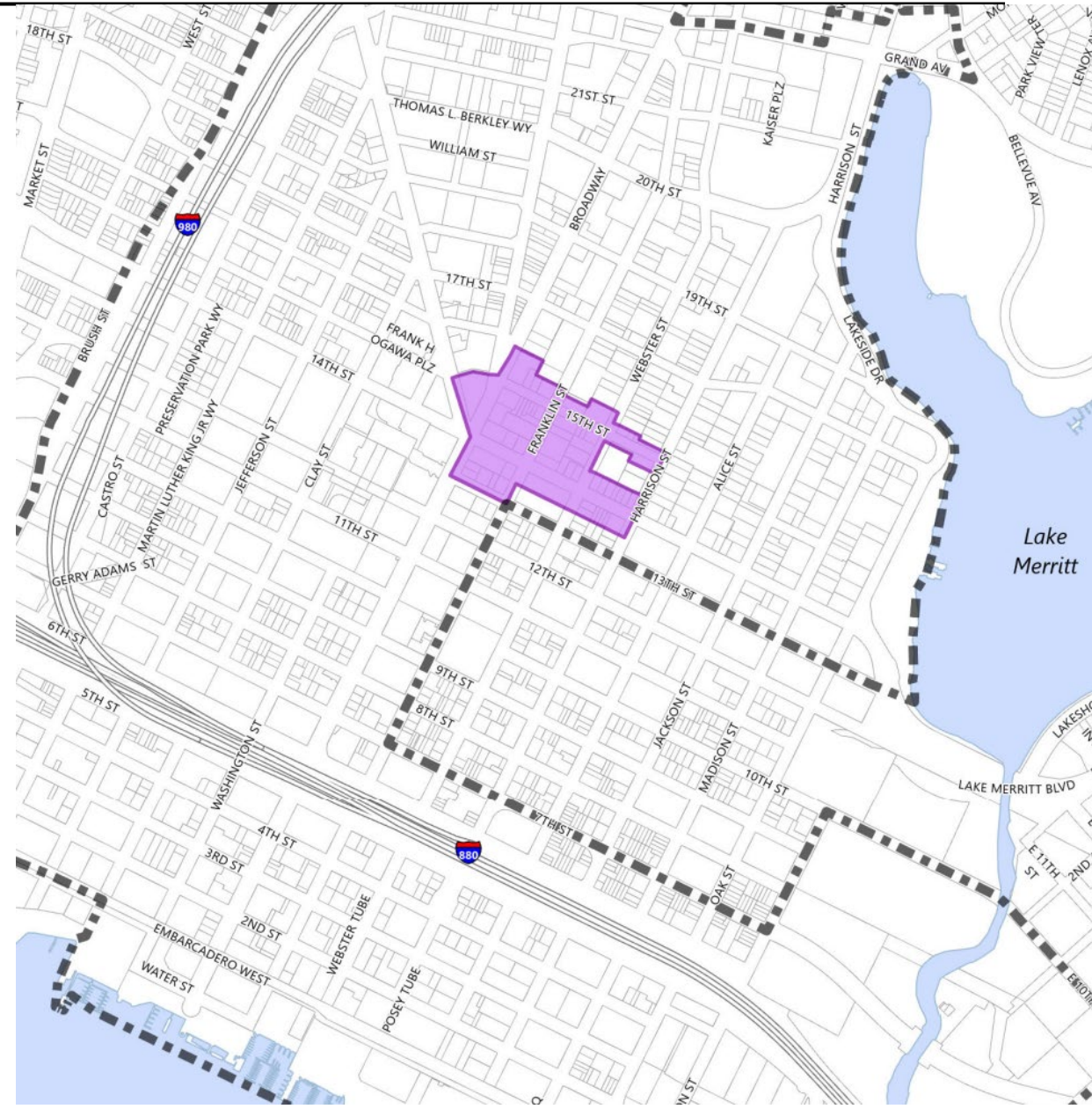
# 31 | ZONING: SPECIAL DISTRICTS: BAMBD

## Black Arts Movement and Business District (BAMBD) Arts & Culture Combining Zone

- Subsection of the broader BAMBD (initial pilot area)
- All ground floor land uses must be BAMBD Arts & Culture Activities to be permitted by right
- Definition of BAMBD Arts & Culture activities is broad; includes many cultural businesses and other institutions (e.g. markets, barbershops, nightclubs, ethnic restaurants, community-serving services)
- Other activities are possible with a minor Conditional Use Permit (CUP)
- Supported by ZIP below market-rate commercial space benefit & master leasing/tenanting program.

### Other Work Required Beyond Zoning

- Development of a BAMBD and broader Cultural Districts Strategy with community leadership
- Development of a master leasing/tenanting program in partnership with nonprofit community partners (such as CAST, Community Vision, EBALDC, etc.)



# 32 | ZONING: SPECIAL DISTRICTS: GREEN LOOP

## Green Loop & Lake Merritt Channel Combining Zone

- Requires frontage and landscaping elements along the Green Loop
- Requires minimum 60' landscaped setback from the Lake Merritt Channel.
- Private development requirements coordinated with streetscape and mobility improvements to fill in gaps within the existing network and connect downtown and surrounding neighborhoods with waterfront, cultural and entertainment

## Other Work Required Beyond Zoning

- DOSP Appendix provides guidance on design and public improvements
- DOT coordinating Green Loop with Bicycle Master Plan improvements, including tree planting and signage
- Connection across the Lake Merritt Channel (at old rail bridge) to connect the Estuary to Lake Merritt
- Possible connection with the Oakland-Alameda Pedestrian Bridge



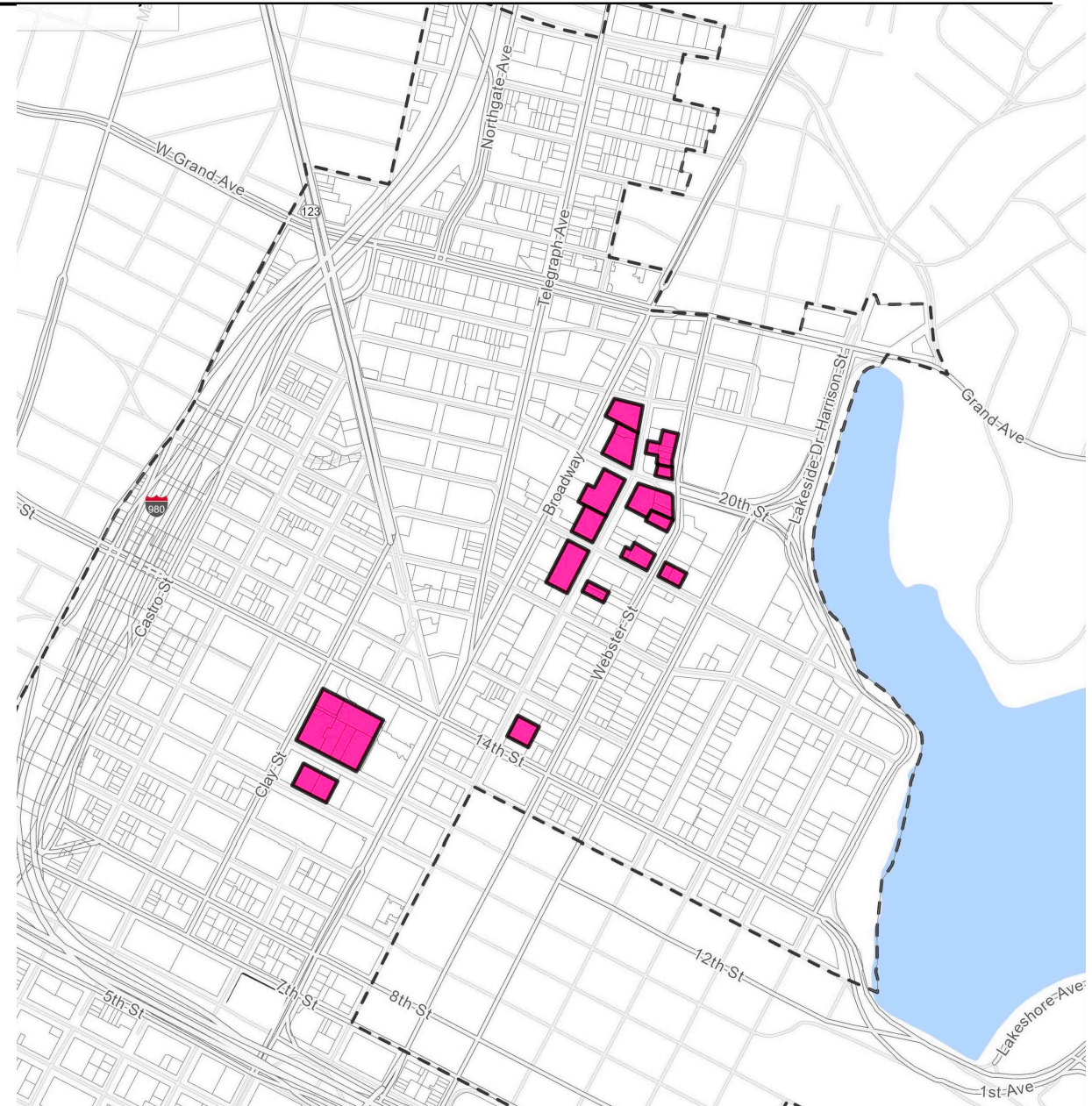
# 33 | ZONING: SPECIAL DISTRICTS: EMPLOYMENT PRIORITY

## EMPLOYMENT PRIORITY COMBINING ZONE

- Limited to the remaining undeveloped or underdeveloped large floor-plate properties close to the 12<sup>th</sup> and 19<sup>th</sup> Street BART stations
- Includes City Center for future redevelopment
- Leverages anticipated BART reverse commute capacity
- Requires 40% of a site's maximum commercial Floor Area Ratio (FAR) be developed with commercial

## Other Work Required Beyond Zoning

- Economic development and business development to encourage new office, research services and other appropriate
- Other DOSP economic development, public safety, culture keeping and public realm activation strategies for a downtown with amenities that draw employees to work on-site more frequently and therefore encourage new employers to locate here
- Link21 to enhance regional transit, possibly adding a second train line, or at least increased transfer traffic, through the core of downtown





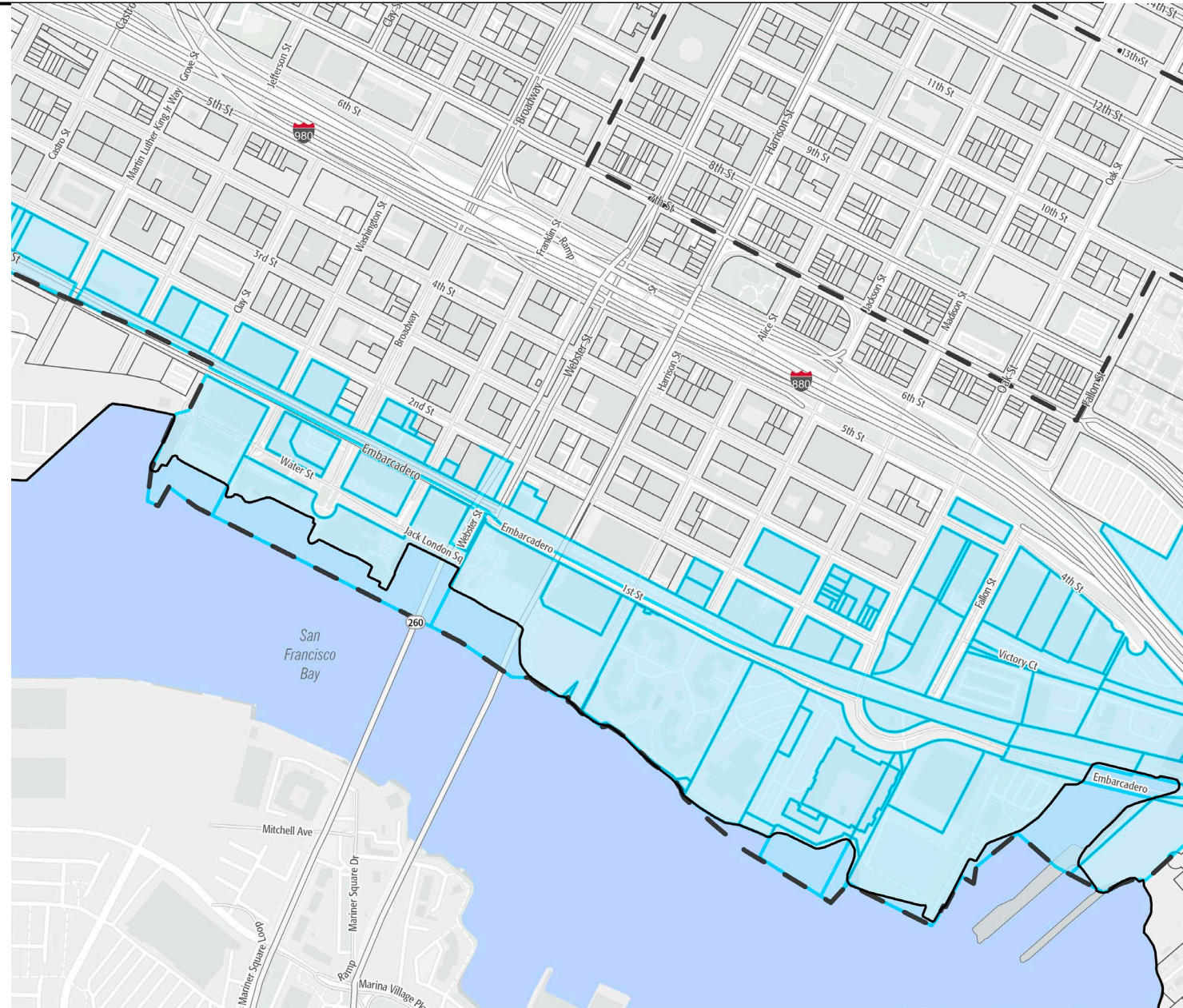
# 34 | ZONING: SPECIAL DISTRICTS: SEA LEVEL RISE

## Sea Level Rise Combining Zone

- Planned Unit Development and minimum 100' heights required in Victory Court area, where site aggregation is expected
- Adaptation plan required for development

## Other Work Required Beyond Zoning

- Regional sea level rise planning and infrastructure improvements required to address flooding and saltwater intrusion
- Actions under the Oakland Sea Level Rise Roadmap
- Ongoing participation in the Oakland Alameda Adaptation Committee (OAAC) to develop the Sub-regional and Oakland-Alameda Estuary Adaptation Project



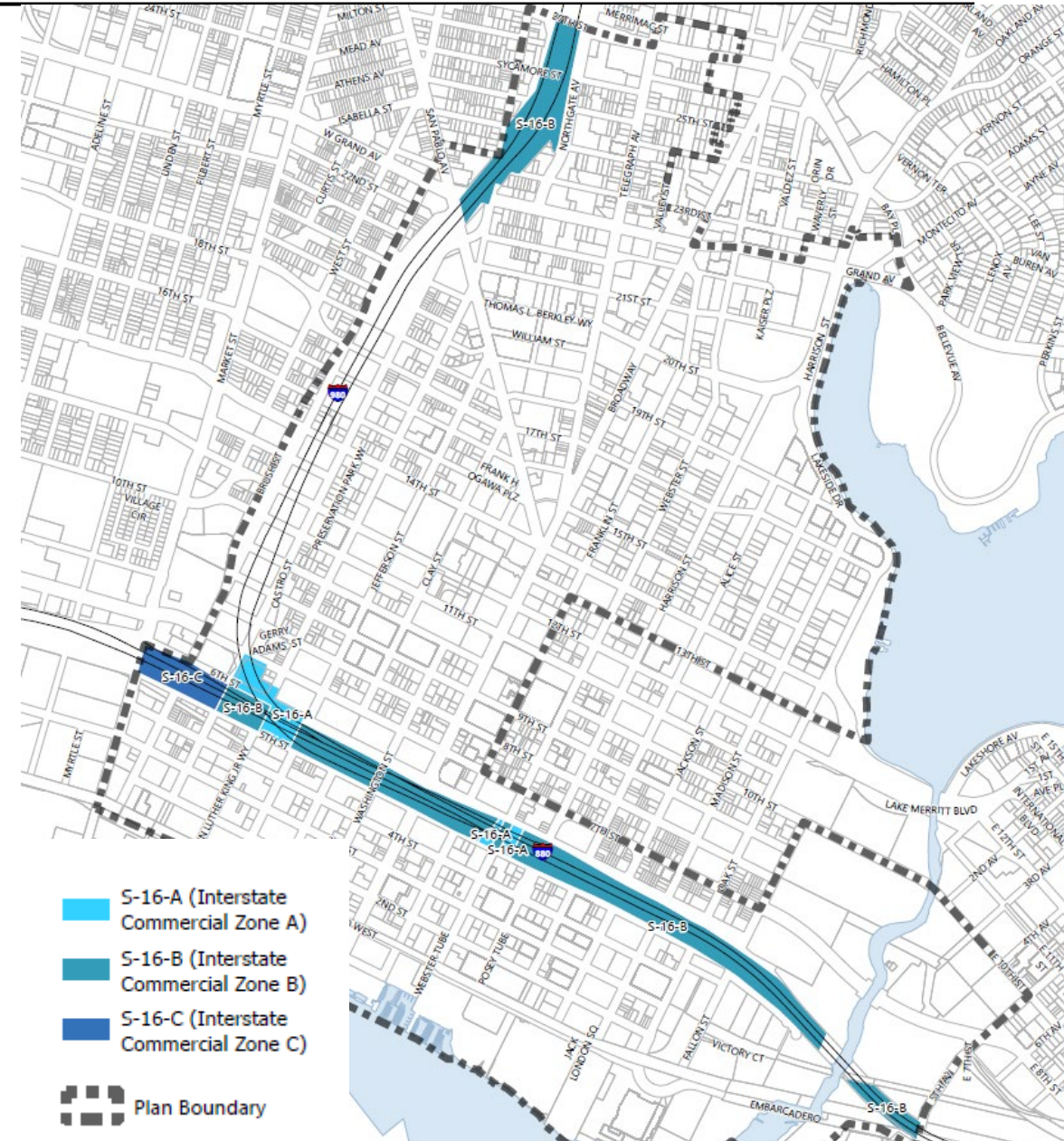
# 35 | ZONING: SPECIAL DISTRICTS: INTERSTATE COMMERCIAL

## Under-Freeway Base Zones (S-16)

- Intended to improve pedestrian safety and experience by activating key freeway under-crossings
- Creates three separate sub-zones from pedestrian priority (Zone A, adjacent to parks) to industrial (Zone C, adjacent to industrial uses)
- Allows commercial and recreational activities
- Allows landscaped parking and dispatch services, “pop-up” stores, recreation and other uses in Caltrans' Freeway Lease Areas
- Requires curb and gutter improvements for parking facilities
- Prohibits storage from A & B due to blight concerns

## Additional Work Anticipated

- DOT-led undercrossing improvements, including lighting, public art, dual directional curb ramps and bulb-outs shorten pedestrian crossings
- Coordination with Caltrans to allow temporary active uses



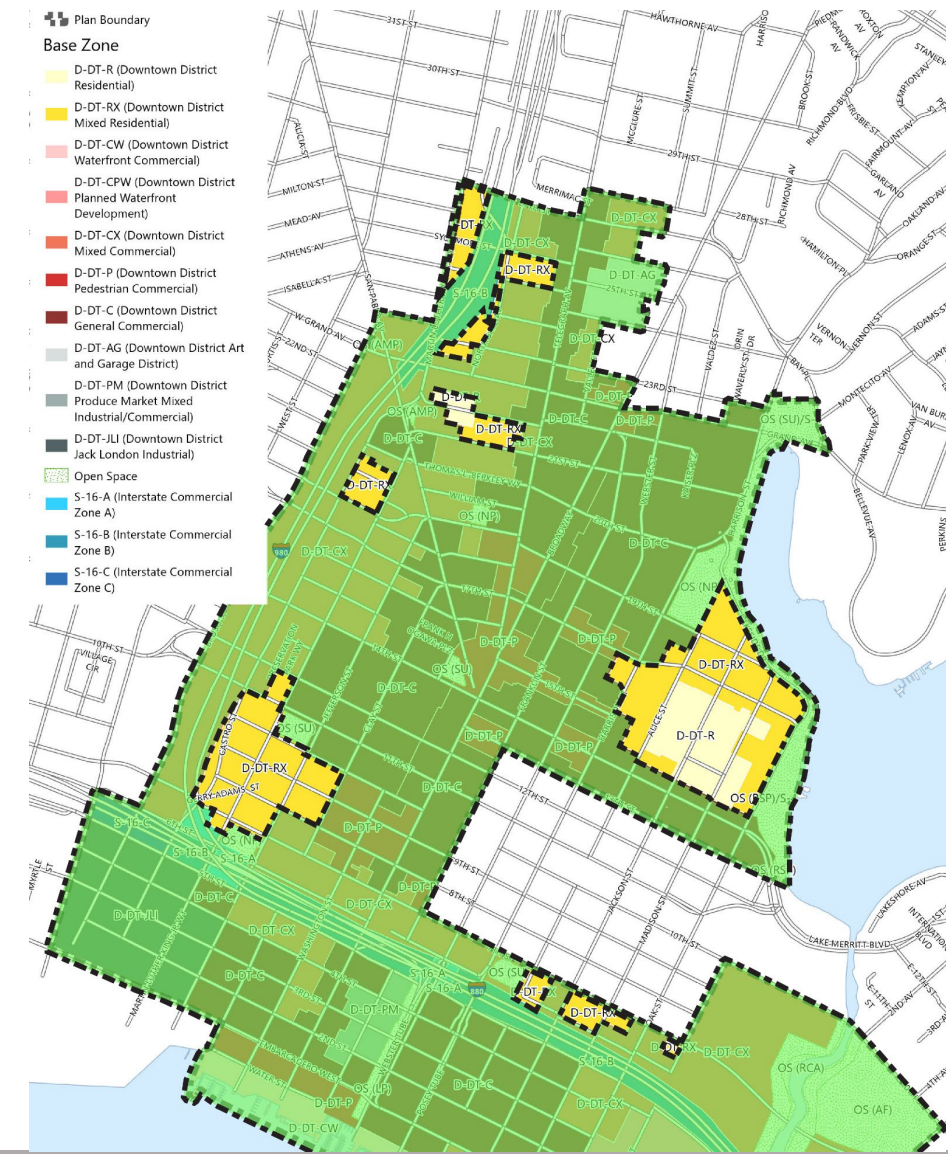
# ZONING AMENDMENTS: TRANSFER OF DEVELOPMENT RIGHTS (TDR) PROGRAM

- Incentivizes protecting historic buildings: owners can sell unused development rights (height, density, floor area) to sites in less historic areas of downtown.
  - Sending site must provide maintenance agreement
  - Sending site is prohibited from demolishing the principal building
  - Receiving site requires Design Review approval (rather than a CUP)
- Both the receiving and sending sites must be within the DOSP; receiving sites must be within the ZIP area (where additional height is most appropriate)
- Transfer agreements are set up privately but approved by the City and recorded with the Alameda County Recorder
- A TDR project can achieve only 50% of the ZIP maximum height and density (to encourage using the ZIP)

# Councilmember Data Requests

# ZONING AMENDMENTS: NEW ALCOHOL SPECIAL USE PERMIT

- **New process for special use permit applies only to the DOSP, and only to non-residential districts, shown in green**
- **Residential districts are D-DT-R (Residential) and D-DT-RX (Mixed Residential), shown in yellow**



# ZONING AMENDMENTS: ZONING INCENTIVE PROGRAM (ZIP)

## Residential ZIP Project Prototypes

<u>Prototype</u>	<u>Location</u>	<u>% Increase</u>	<u>ZIP Value</u>
II-10B	Victory Court	11	\$972,482
II-11	Jack London East	25	\$742,350
I-1	CBD - Franklin	38	\$4,374,598
I-6	City Center	104	\$1,683,161
III-4	KONO	104	\$1,458,612
II-9	Jack London East	128	\$3,751,667
II-5	Victory Court	178	\$5,557,740
III-1	KONO	308	\$2,580,002
II-3	Jack London West	725	\$4,877,546
II-1	Jack London West	800	\$7,423,804

# ZONING AMENDMENTS: ZONING INCENTIVE PROGRAM (ZIP)

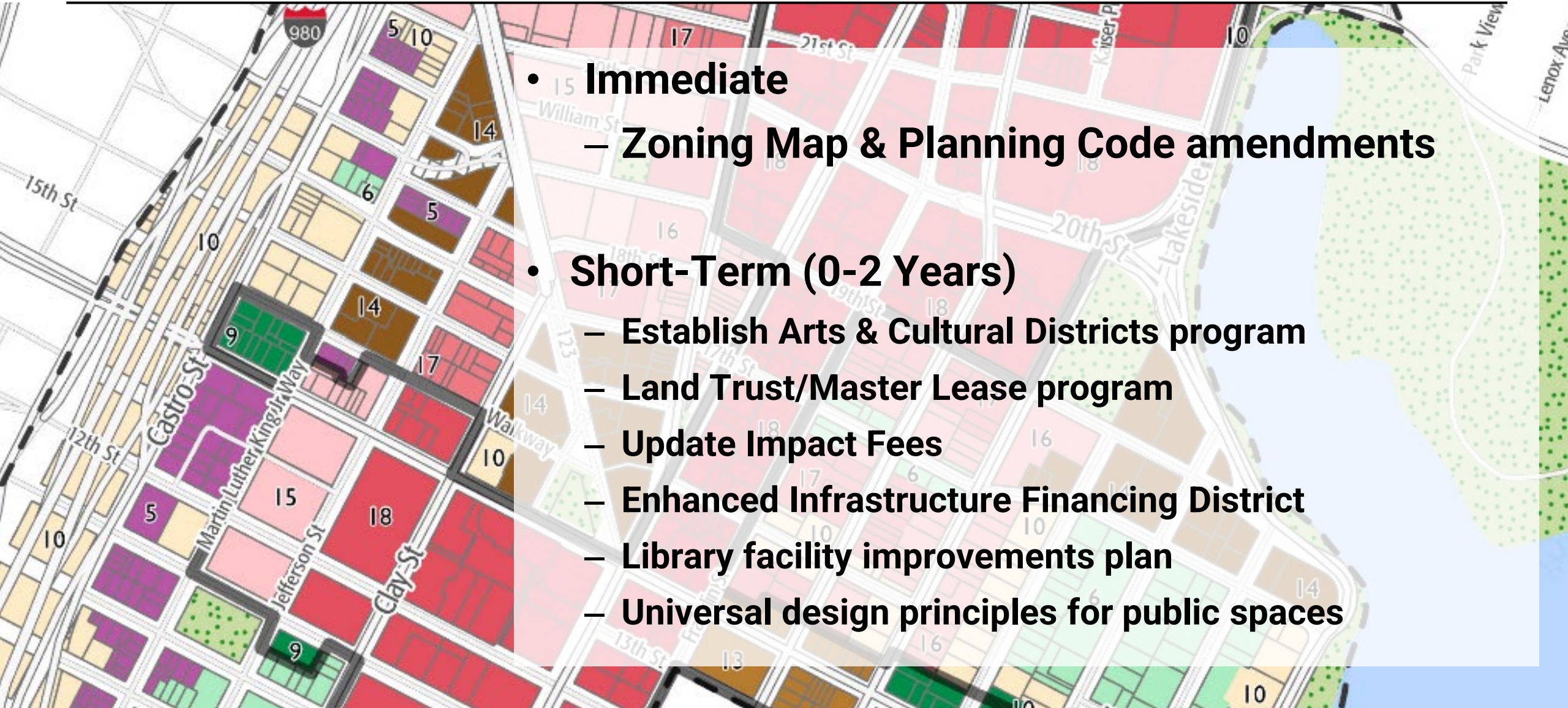
## Office/Nonresidential ZIP Project Prototypes

<u>Prototype</u>	<u>Location</u>	<u>% Increase</u>	<u>ZIP Value</u>
I-2	Broadway	10	\$3,172,613
I-1	Lake Merritt Office	50	\$12,015,635
II-12	Jack London East	50	\$156,724
I-5	City Center	67	\$2,486,448
II-6	Jack London West	100	\$3,626,414
III-4	Art + Garage District	100	\$920,544
II-14	Jack London West/East	114	\$3,385,676
	Jack London East/Victory		
II-10	Court	140	\$4,642,127
II-1	Victory Court	300	\$14,585,065
II-7	Jack London West	500	\$8,880,454

# Implementation Actions (Short, Medium, Long)



# 58 | KEY IMPLEMENTATION ACTIONS



- **Immediate**
  - Zoning Map & Planning Code amendments
- **Short-Term (0-2 Years)**
  - Establish Arts & Cultural Districts program
  - Land Trust/Master Lease program
  - Update Impact Fees
  - Enhanced Infrastructure Financing District
  - Library facility improvements plan
  - Universal design principles for public spaces

# 59 | KEY IMPLEMENTATION ACTIONS

- **Near-Term (2-5 Years)**
  - **Increased accessibility requirements**
  - **Restrooms/drinking water in public spaces**
  - **Explore encouraging affordable live/work units in cultural districts**
  - **Capital improvements to public facilities for resilience and relief**
  - **Train “quiet zone” study**
  - **Accommodating two-way circulation**

# 60 | KEY IMPLEMENTATION ACTIONS

- **Medium-Term (5-10 Years)**
  - Nightlife strategy
  - Proactive assistance to vulnerable homeowners
  - Cultural facilities fee
- **Long-Term (10+ Years)**
  - I-980 replacement feasibility study
  - Implement shoreline protection measures

# Process & Meetings

# 46 | OVERALL PROCESS & TIMELINE

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## Project Initiation

Existing Conditions Research & Profile Report  
10-Day Public Design Charrette & Open Studio  
Community Advisory Group (CAG) Launch  
Plan Alternatives Report & Comment Memo  
Stakeholder Meetings & Online Survey  
Youth Summit

## Plan Drafting & Iteration

Plan Options Report & Equity Assessment  
Preliminary Draft Plan & Public Review  
Public Review Draft Plan/EIR\* & Public Hearings  
Initial Zoning Incentive Program (ZIP) analysis



## Racial Equity Re-Launch

Interviews & Focus Groups  
Disparity Analysis  
Expanded Outreach & CAG Membership  
Social Equity Working Groups & Creative Solutions Labs  
Accessibility Survey Collaboration with Senior and Disability Advocates

## Final Plan, Zoning & Adoption

Final Draft Plan  
Draft Planning Code (Zoning) and General Plan Amendments & Public Review  
Adoption Hearings for Final Draft Plan & Zoning

# 74 | PROCESS & TIMELINE

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## Project Initiation

Existing Conditions Research & Profile Report, 10-Day Public Design Charrette & Open Studio, Community Advisory Group (CAG) Launch, Plan Alternatives Report & Comment Memo, Stakeholder Meetings & Online Survey, Youth Summit

CAG Meetings: Review of Plan Alternatives Report and Discussion of Downtown Neighborhoods (2/16), Connectivity & Access, Built Environment, Preservation & Housing, Open Space, Recreation & Environmental Sustainability, Arts, Cultural Heritage & Economic Development (3/16)

## Plan Drafting & Iteration

Plan Options Report & Equity Assessment, Preliminary Draft Plan & Public Review, Public Review Draft Plan/EIR\* & Public Hearings, Initial Zoning Incentive Program (ZIP) analysis

CAG Meetings: Plan Options Report & Draft Vision (11/18), DOSP Goals (1/19), TDR & Incentive Program, Streets & Mobility, Height/Intensity, and Affordable Housing (2/19), Review of Preliminary Draft Plan public comments (3/19), DOSP Implementation Ideas (6/19), How feedback has been incorporated into Plan and the ZIP (9/19), ZIP Feasibility Study (12/19)



## Racial Equity Relaunch

Interviews, Focus Groups, Disparity Analysis, Expanded Outreach & CAG Membership, Social Equity Working Groups, Creative Solution Labs, Accessibility Survey, Collaboration with Senior & Disability Advocates

CAG Meetings: Disparity Analysis and Racial Equity Indicators (2/18), REIA Focus Group (6/18)

## Final Plan, Zoning & Adoption

Final Draft Plan, Draft Planning Code (Zoning) and General Plan Amendments & Public Review, Adoption Hearings for Final Draft Plan & Zoning

CAG Meetings: Community Benefits Prioritization (1/20), ZIP Structure & Benefits (5/20), Housing Strategy & Implementation Strategy (10/20), Zoning & Policy Objectives (2/21 and 9/21), Affordable Housing and ZIP Study Session (23), Feedback on the Final Draft Package (4/24)

## 62 | CAG INVOLVEMENT

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- 2/1/2016: Review of Plan Alternatives Report and Discussion of Downtown Neighborhoods
- 3/23/2016: Connectivity & Access, Built Environment, Preservation & Housing, Open Space, Recreation & Environmental Sustainability, Arts, Cultural Heritage & Economic Development
- 2/2/2018: Disparity Analysis and Racial Equity Indicators
- 6/6/2018: REIA Focus Group
- 11/29/2018: Plan Options Report & Draft Vision
- 1/22/2019: DOSP Goals
- 2/1/2019: TDR & Incentive Program, Streets & Mobility, Height/Intensity, and Affordable Housing
- 2/28/2019: Review of Preliminary Draft Plan public comments
- 6/24/2019: DOSP Implementation Ideas
- 9/25/2019: How feedback has been incorporated into Plan and the ZIP
- 12/5/2019: ZIP Feasibility Study
- 1/16/2020: Community Benefits Prioritization
- 5/14/2020: ZIP Structure & Benefits
- 10/1/2020: Housing Strategy & Implementation Strategy
- 2/2021 and 9/19/2022: Zoning & Policy Objectives
- 2023: Affordable Housing and ZIP Study Session
- 4/18 and 4/30 2024: Feedback on the Final Draft Package


# Pandemic Recovery





# **HOW DOES THE DOSP ADDRESS COVID-19 RECOVERY & THE CHANGING ROLE OF DOWNTOWNS?**

# HOW DOES THE DOSP ADDRESS COVID-19 RECOVERY?

- 
- A photograph of a man wearing a black beanie and a white face mask, looking slightly to the right. He is in a bar or restaurant setting with shelves of bottles in the background. The image is partially obscured by a semi-transparent grey box containing text.
- **The pandemic has exacerbated existing trends:**
    - **Homelessness**
    - **Commercial vacancies**
    - **Closure/displacement of local businesses and arts organizations**
    - **Public safety concerns**
    - **Racial health and wealth disparities**

# HOW DOES THE DOSP ADDRESS COVID-19 RECOVERY?

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## Equitable Economic Recovery

- **E-1.4: Land Trust / Master Lease Program**
- **E-1.7: Supporting Businesses Owned by Women and People of Color**
- **E-1.8: Supporting Worker-Owned Cooperatives**
- **E-2.3: Requirements/Incentives for Affordable Arts, Culture & Commercial Space**
- **E-2.7: Pop-up & Temporary Uses**
- **E-2.9: Low-Cost Retail Storefronts**
- **E-3.6: Business Outreach**
- **E-3.10: Increased Business Assistance Center Capacity**
- **E-1.6 Façade & Tenant Improvement Program**
- **E-3.2 Local Hire Incentives**
- **E-3.3 Expanded Job Training, Apprenticeships & Placement Services**
- **E-3.4 Procurement and Contracting Policies**
- **E-3.5 Partnerships to Support Small, Local Suppliers**

# HOW DOES THE DOSP ADDRESS COVID-19 RECOVERY?

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## Downtowns for All People

- H-1.2 High intensity, Mixed-Use Neighborhoods
- H-1.9: Directing Affordable Housing Funds Downtown
- H-1.16: Family-Friendly Design
- H-2.15: Restrooms/Drinking Water in Public Spaces
- C-1.2: Supporting the BAMBD
- C-1.5: Incentives for Affordable Arts, Culture & Commercial Space
- C-1.8 Community Ownership & Stewardship
- C-1.14 Staffing to Support Cultural Programs
- C-2.2 Community Gathering Spaces
- C-2.4 Streamline Event Permitting
- M-1.1 Pedestrian Safety Measures
- M-2.2 Improve Amenities/Security at Bus Stops
- M-2.8 Low-Income Transit Pass
- CH-1.1 Public Realm Improvements
- CH-1.7 Encouraging Vendors & Artists in Public Space
- CH-1.12 Youth & Senior-Driven Programming for Public Spaces
- CH-1.17 Crime Prevention Through Environmental Design (CPTED) Guidelines
- Ch-1.18 Community Safety Initiatives
- LU-1.7: Streetscape & Public Space Improvements

# HOW DOES THE DOSP ADDRESS COVID-19 RECOVERY?

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## Changes Since the Public Review Draft Plan (2019)

- Created a light industrial transition in Jack London between residential and industrial areas to protect accessible well-paid industrial jobs associated with the Port
- Revised Office Priority Sites strategy to allow residential units on these sites in addition to required employment space
- Converted Office Priority to Employment Priority to establish support for non-office employment uses such as life sciences, biotech and research & development
- Further developed the master lease/commercial tenanting program to provide below market-rate rents to small businesses that meet equity goals

# Changed Development Program & Industrial Transition

# Vision for 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

**PUBLIC REVIEW  
DRAFT PLAN**  
August 2019

# Vision for Downtown Oakland

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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.

**FINAL DRAFT PLAN**  
March 2024

Potential 2040 Development

Active 2020 Development



# 58 | 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

**PUBLIC REVIEW  
DRAFT PLAN**  
August 2019

Table LU-6: Downtown Future Development by Land Use

	Existing Baseline <sup>1</sup>	Active 2020 Development <sup>2</sup>	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 <sup>3</sup>	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

**FINAL DRAFT PLAN**  
March 2024

# 59 | WHAT'S CHANGED: PRESERVING INDUSTRIAL LAND USES

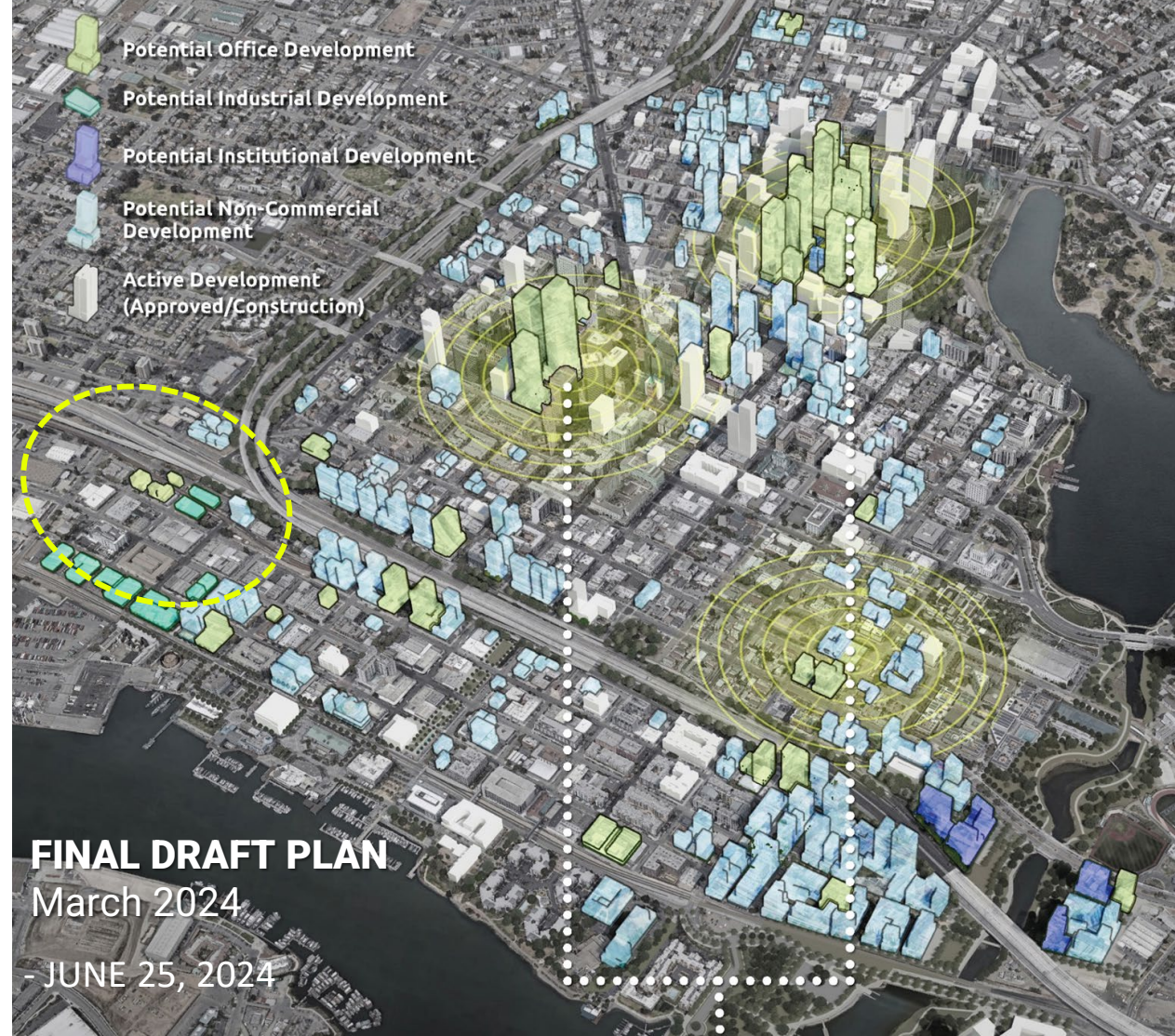
THE SPECIFIC PLAN CAN HELP ENCOURAGE UP TO:

+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



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

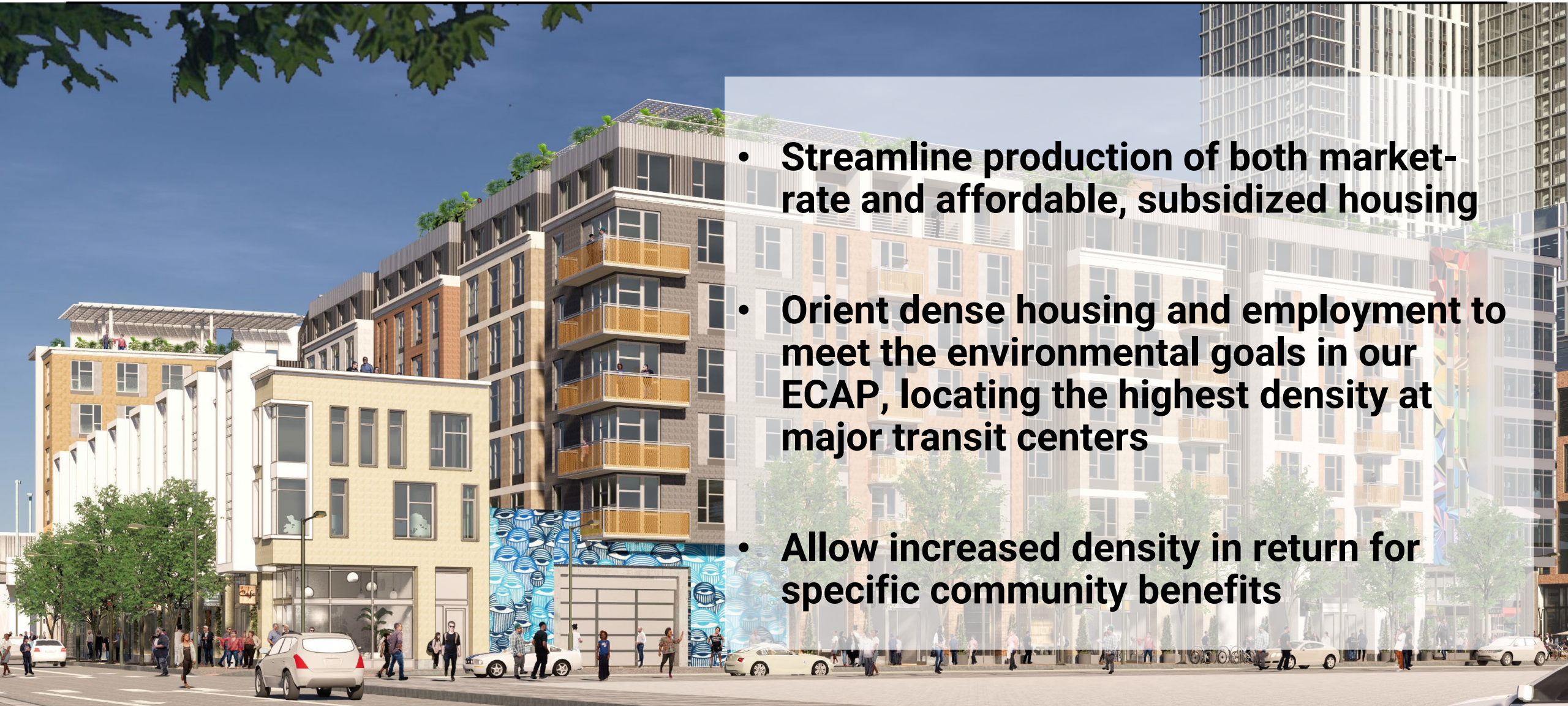


# Additional Detail on What the DOSP Will Do



# WHAT WILL THE DOSP DO?

# WHAT WILL THE DOSP DO?



- **Streamline production of both market-rate and affordable, subsidized housing**
- **Orient dense housing and employment to meet the environmental goals in our ECAP, locating the highest density at major transit centers**
- **Allow increased density in return for specific community benefits**

# WHAT WILL THE DOSP DO?



- **Generate funds through one-time development impact fees to subsidize affordable housing, transportation and other capital improvements**
- **Generate long-term tax revenues that can build affordable housing and provide other city services, including parks and street maintenance**

# WHAT WILL THE DOSP DO?



- **Build up our cultural & business districts, starting with the BAMBD**
- **Fill vacancies on the ground floor:**
  - Provide services to Oakland's growing resident population
  - Increase foot traffic to support public safety
  - Welcome Oakland residents from throughout the city to their downtown
  - Stem cultural displacement, allowing the small businesses, arts and entertainment groups, and nonprofits run by and serving Oaklanders of color to thrive

# WHAT WILL THE DOSP DO?



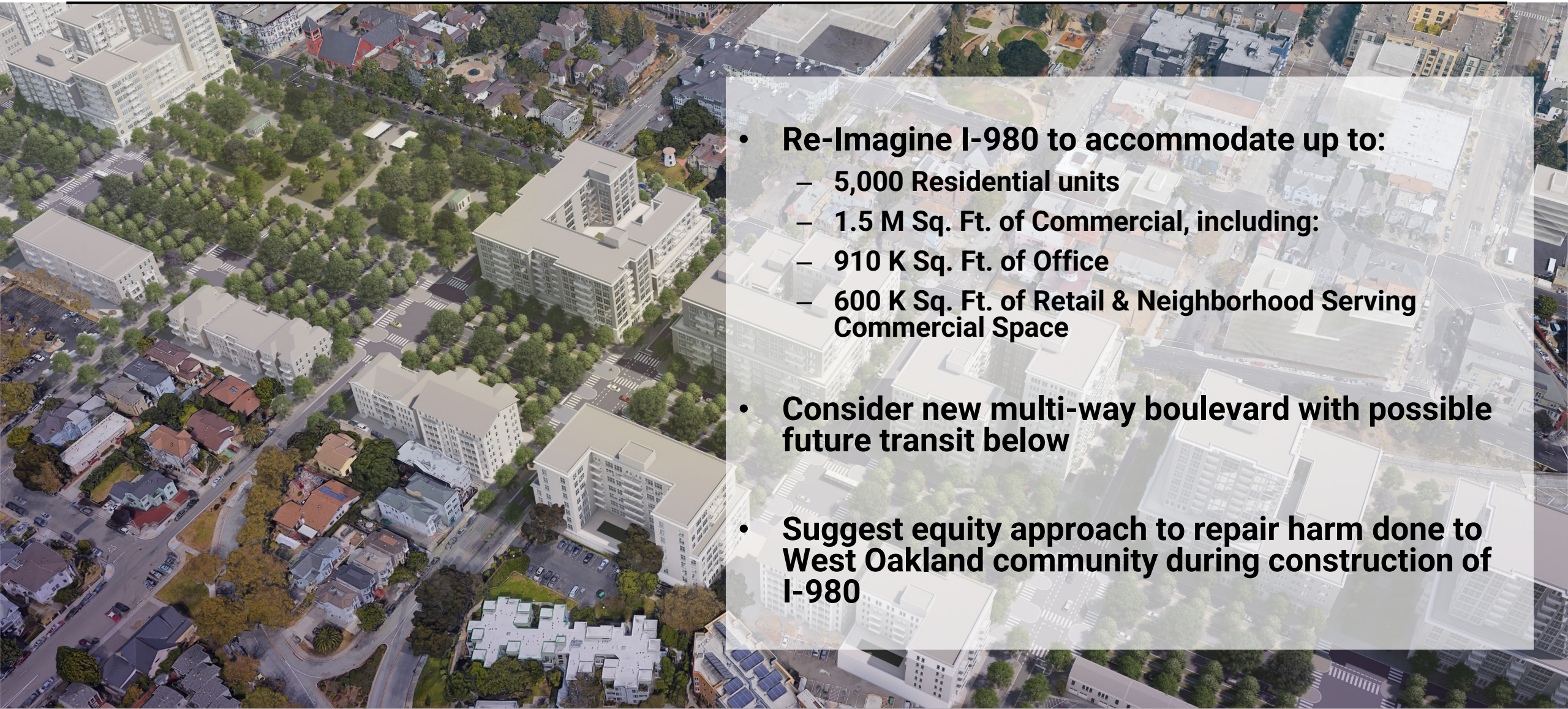
- **Address monumental shifts in the future of work and the role of downtowns**
  - **Protect and grow our industrial jobs near the Port, which are accessible to many residents**
  - **Encourage R&D and biotech with a high density of on-site jobs in the heart of downtown**
  - **Continue to build a mixed-use, culturally thriving downtown that supports local businesses without relying solely on office**



# WHAT WILL THE DOSP DO?

- **Address sea level rise impacts, permitting new housing in inundation areas only with comprehensive infrastructure and adaptation plans to protect against flooding**
- **Lay the foundation for citywide and regional planning to address the effects of climate change and sea level rise**

# WHAT WILL THE DOSP DO?



- **Re-Imagine I-980 to accommodate up to:**
  - 5,000 Residential units
  - 1.5 M Sq. Ft. of Commercial, including:
    - 910 K Sq. Ft. of Office
    - 600 K Sq. Ft. of Retail & Neighborhood Serving Commercial Space
- **Consider new multi-way boulevard with possible future transit below**
- **Suggest equity approach to repair harm done to West Oakland community during construction of I-980**