

Attachment B1 - All Comments from Interactive Framework on Konveio

Bubble location number	Zip code	Council District	Agree	Disagree	Comments	Themes
#001			3	0	We need more green spaces in Oakland not more mansions. Please listen. We have five voters living in our home and we all do not agreed with cutting down these trees and deforesting green areas	green spaces, tree preservation
#001			1	0	I wholeheartedly agree. It's takes decades for trees to reach maturity and only a few moments to cut them down. Let's fill and use the housing we already have instead destroying our forests for mansions.	tree preservation
#002	94603	7	10	0	There's such a huge amount of life living in this area WE SHOULD SAVE THIS PLOT OF LAND FOR THE FUTURE GENERATION TO ENJOY	land preservation
#003	94619	4	44	0	<p>I appreciate the chance to comment on Oakland's General Plan update. Planning out to 2045 means planning for a much hotter, more volatile climate than what we have lived with so far. That reality needs to be centered more clearly.</p> <p>Right now the plan does not feel scaled to the level of change already underway. We are seeing rising temperatures, longer dry periods, and increasing stress on local ecosystems. These are not distant risks. They are measurable trends that will shape daily life in Oakland within the lifespan of this plan.</p> <p>There are practical, well understood ways to respond that also improve quality of life. The city should move more decisively toward restoring natural systems within the urban environment.</p> <p>Creeks and springs should be daylighted and brought back into functional landscapes wherever possible. These systems help moderate temperature, support habitat, and manage water in ways that built infrastructure alone cannot.</p> <p>Tree canopy needs to increase substantially, especially in neighborhoods that currently experience the highest heat. Shade is one of the most direct and effective ways to reduce surface and air temperatures.</p> <p>We should be reducing paved and sealed surfaces and replacing them with permeable ground wherever feasible. Letting water soak into soil instead of rushing into drains is basic, effective climate adaptation.</p> <p>Stormwater should be treated as a resource. Roadside climate resilience, bioswales, and similar features can slow runoff, recharge groundwater, and cool the surrounding area.</p> <p>Planting choices also matter. Native species are better suited to local conditions and support the web of life that makes ecosystems stable over time.</p>	native plants, tree preservation, climate resilience, creek restoration, climate resilience

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#004		2	0	100	I think the GP should move in the direction of more freedom to act for citizens and less regulation over what they do. It would also help if Oakland would stop being a part of the widespread NGO fraudulent government expense routine. The GP should make development simpler and less political. Especially for single family homes which should be encouraged over high density housing.	housing
#005	94609	1	90	0	Are there any parts of this draft that include land back?	land preservation
#006			0	4	There is no federally recognized tribe in Oakland. Please place emphasis on serving current residents.	resident-focused
#006	94608	1	10	0	Support the actual Tribes in Oakland. Unfortunately, Federal recognition was stolen and should be restored.	indigenous stewardship
#007			0	6	lkjdfk;asj	--
#008	94610	3	10	0	I'd recommend also aligning with the concept of a 15minute city where all essential services and daily needs are accessible within a 15-minute walk, bike ride, or public transit trip from home.	mobility
#009	94607	5	0	10	I'd like the "shops" to prioritize business and people that have history in Oakland. Many people are moving to Oakland because its the new hotspot and are coming to capitalize on that wave, while home-grown business have to struggle for "place" and belonging.	resident-focused
#010	94610	3	10	0	Vacant lots in high density neighborhoods should be prioritized for developed - building affordable housing where services are located and with public transportation access. Please include protections for the undeveloped parcels in the Oakland hills, especially ecologically sensitive areas like the Crestmont neighborhood that are rich in biodiversity and needed to help mitigate future cliamte impacts. Oakland needs affordable housing in walkable neighbors, not more McMansions in the hills.	housing (density), vacant lots, transportation, climate resilience
#011	94610	3	0	0	I'd like to be more specific about type of shops. I think every neighborhood needs a grocery store. It does not have to the typical large Safeway, Whole Foods, etc. Traveling abroad I've seen small scale full service grocery stores and wondered why they don't exist here.	mobility
#012	94608	1	10	0	Is there further definitions or guidelines that will guide what vacant or underused land entails? Who will be making the decisions and assessments of what is vacant or underused land?	vacant lots
#013	94607	5	0	10	Some of these underused lands should remain. Not every empty space needs development. Small areas of trees, gardens, walkable spaces are also needed. Especially in areas that lack as many outdoor spaces and trees!	vacant lots, green spaces
#014			3	1	All remaining undeveloped land should remain undeveloped. We must protect not only public access to nature, but also natural areas that all of our native plants, animals, insects, etc. need to survive	vacant lots
#015	94610	3	0	0	suggest adding "services and amenities"	public amenities
#016	94607	5	0	10	I'd like to know how communities were engaged in this process. I randomly found out about this through an IG post at the last moment. It would be nice to see deeper face-to-face engagement in West and East Oakland.	community engagement

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#017			3	0	We need to add a value about Oakland remaining resilient in the face of climate change. Our city needs to be planned with climate resilience in mind, and that includes access to natural land and preserving biodiversity in the city.	climate resilience
#018			11	0	1- Please revise to add protection and re-zoning of ALL remaining undeveloped land for public access to nature. 2- You must mandate that ONLY native plant communities are used to vegetate parks and other city landscaping.	native plants
#019	94609	1	70	0	It would be wonderful if all medium to high density areas had protected bike lanes, especially along major routes. There are almost no protected bike lanes in Oakland, and biking to the grocery store isn't even very safe. There should also be more affordable, organic, fresh groceries in high density areas.	mobility, active transportation
#020	94607	3	0	0	Has there been consideration of "right to return" policies that can bring displaced Oaklanders back home?	displacement
#021	94611	3	50	0	Dear Planning Commissioners and Staff, As an Oakland resident and urban planner, I believe that publicly owned property is one of Oakland's most critical assets and a key component of the city's future growth. Too often, the city has given away public land without strategically considering how to leverage it for the long-term benefit of our community. Given our housing and homelessness crisis, using public lands to develop permanently affordable social housing should be a planning priority. By that I mean housing in which permanent public benefit is enforced through ground leases with the city or monitored disposition to capable community organizations like community and trusts. Today, the city has no public lands policy but the Planning Commission can develop one to complement the General Plan Update. Please make sure the the General Plan Update is paired with the necessary intentionality around public lands. Thank you, Leo	policies

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#021	94608	1	0	0	<p>I hadn't realized Oakland gave away public land! I had a proposal to have encampment folks move to an area Oakland owned, making it a self-regulated encampment site, where those taken off the public streets, sidewalks, parks had a place to go and legally set up their tents. Instead of spending so much money providing bandaids measures to help the homeless / encampments with Dignity on Wheels, garbage pickup after an encampment is moved, or housing them temporarily somewhere where they don't belong or want to be, use those funds to provide Dignity on Wheels, garbage pickup, lighting, electricity in ONE PLACE. Since it's self-regulated, NO OPD need enter, and it would allow more compliance for people to enter that community.</p> <p>And that's the main case: to allow the homeless, unsheltered, encampment residents feel like a community. Their own rules. BUT, they cannot live on other public lands like parks, sidewalks, streets, underpasses, etc. This would be the only area acceptable for RVs, tents, etc. BUT, with the added benefit of garbage pickup, toilets, showers, electricity.</p> <p>It might end up costing less to have this area than to try and enforce a clean Oakland in many separate small locations.</p>	support services
#022			6	2	Current rules already make investment in high-density housing unappealing for many prospective developers and small investors. It is common for property managers to not accept work in Oakland because of the difficulty of operating here. You need to weigh these protections against the cost they impose.	housing (density)
#022			0	0	We need to weigh those protections carefully but removing them isn't the answer. The GP should be pushing for streamlined permitting and clearer rules so development is less painful without gutting tenant protections.	displacement
#023	94618	1	110	0	A public trust or some other subsidy to update outdated housing (like needed repairs to roofs, wiring, plumbing, or rotted wood) would help with the older stock of housing and enabling folks to repair the houses they live in, or enable buyers to afford needed updates themselves, so that developers aren't the ones with the capital to do so.	housing
#024	94606	2	40	40	Your Housing Element highlights the need for more affordable housing, but the actual strategies seem directed at creating more unaffordable housing. If we want Oakland to be a livable city, we need to stop catering to greedy, profit-maximizing developers. I don't know why I even bother because you don't listen. Focus on land-value recapture and actual affordable housing please!	affordable housing
#024	94602	4	70	30	Hard disagree. We need *all* housing. This is supply and demand and new market-rate housing works to stabilize rents.	housing
#024			6	0	Agree that affordable housing needs to be the priority. But market-rate development isn't the enemy. We need both. The city should be using tools like land value capture and community land trusts alongside market-rate to get the mix right.	affordable housing
#025	94607	3	0	0	What is Upper West Oakland??? Renaming areas that already have names is a gentrifying tactic that should absolutely be avoided in this process.	resident-focused

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#026	94608	1	40	0	In creating these tech and research districts, I hope the City takes into account including local residents, youth, students in being able to participate in these spaces and to create career opportunities. Too often, local residents are pushed away by tech workers inflating prices of housing due to the disparate income	resident-focused
#027			2	0	Could Oakland every do a mixed income public housing option like CADA in Sacramento? https://www.cadanet.org/ I lived in one of their apartments for many years, below market rate but not income capped, and it was great.	housing
#028	94609	1	80	0	I support restoring creeks (uncovering them where they are paved under), restoring climate resilience and local habitat, and creating it especially in more urban areas vs the hills. I would also like a program where native plants are distributed and people are filling their yards, greenways, hell strips, etc. with native plants for free.	native plants, creek restoration, climate resilience
#028	94608	1	30	0	Agree, think there should be subsidies for homeowners to encourage planting of native species. Public parks should also be required to be vegetated with native species. Native species are much more resilient, require less watering, maintenance, and would save the city money in the long run, as they are self--sustaining for the most part.	native plants
#028			2	0	We need to daylight creeks and we need to prioritize limiting pollution throughout the watershed, especially when the pollution is coming from the city (i.e. Montclair golf course polluting sausal creek -- this is easy and needs to be fixed)	climate resilience, creek restoration
#029	94609	1	60	0	The greenways idea is good, like the Ohlone Greenway. Consider how all residents, especially low-income residents, can get around via wheelchair/e-scooter, e-bike, e-trike, on protected bike lanes, greenways, or bicycle highways. This is a cheaper, faster, lower-emission way to get around that puts less strain on roads.	transportation (greenways)
#029	94601	5	0	0	Agreed, this is especially important and possibly a source of monetary savings now that increased usage of trucks (including delivery trucks), SUVs, and EVs is causing road wear.	transportation (greenways)
#030	94609	1	20	0	There should be a network of protected bike paths in all medium to high density areas, so that everyone can reach a good grocery store, library, school, etc. within a certain distance, all on protected bike paths. Protected means raised or with concrete barriers.	mobility
#030	94601	5	0	0	The City should carefully evaluate which types to use. There's a protected one downtown that's room for one bike (no passing) between two curbs, so if you make a wrong move you'll hit a curb and be thrown. I prefer normal bike lanes to this. Also, the ones on Telegraph are less canyon-like but pedestrians are always popping in and out of them - also more dangerous than normal bike lanes IMHO.	active transportation
#031	94609	1	20	0	What role do local indigenous groups have in these plans?	indigenous stewardship

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#032	94608	1	0	0	<p>A bus stop appeared Aug 2025 to my great surprise even though I wrote to the city council member, and ATransit.</p> <p>Well, it's here now, and people waiting for the bus now sit on MY FRONT YARD, RETAINING WALL, and LEAVE GARBAGE!!! My neighborhood also LOST TWO PARKING SPACES FOR ELDERLY WHO NEED TO GET AROUND FOR MEDICAL APPOINTMENTS, SHOPPING, AND LAUNDRY SERVICE.</p> <p>In addition, PUT a covered shelter with SEATING in place by the bus stop sign so they are protected from sun, rain, dripping tree goo.</p>	transportation (bus)
#033	94609	1	30	0	I would like this to go further and make it "expanding access to shoreline and all parks" through public transit.	mobility
#034	94606	2	60	0	When we talk about new parks, or maintaining existing parks, I hope the City will prioritize (in fact utilize only) native plants. This both rewilds the landscape and creates more resiliency and lower maintenance areas.	native plants
#035	94602	4	10	0	Speaking as a long time bicyclist, many of the bike lanes built in the last decade are not helpful. Motorists are enraged (I'm enraged when I drive), people park in the bike lane, and they often don't enhance safety. Turns like the one at Grand and Adeline with its bizarre cement corners seem ambiguous and no doubt result in wheel damage, the lanes on Telegraph are often blocked and much resented by all parties. Time for grown up bike lanes that are fast and easy for motorists to understand and protect cyclists.	active transportation
#035	94603	5	0	10	I agree, the bike lanes and closure of two lanes with excessive amounts of concrete everywhere on telegraph alone is a mess. Head east, bike lanes disappear. Bike from San Leandro... get to Oakland, bike lane disappear.	active transportation
#036	94605		0	0	Please plant natives, they require little maintenance, and please also maintain your existing parks and open spaces. Weeds and dead plants burn!	native plants
#037	94602	4	0	0	Oakland needs more designated off leash dog parks. Dogs running wild in open spaces not designed for dogs endanger the dogs and the people. They need to be walking distance from residential areas or they won't make a difference. People who have time and resources to drive already have a lot of options.	green spaces
#037	94618	4	0	0	Agreed. A lot of people drive out of town and spend money elsewhere because of their dog parks (Richmond, Alameda, San Leandro). Also, dog parks can contribute to neighborhood safety.	green spaces
#038	94609	1	30	0	I would suggest framing this as a transportation system that prioritizes walking, biking, and public transit as the majors forms of transportation within the city and surrounding areas, and decreases the need for owning a vehicle and VMTs within the city and Bay Area.	transportation
#039	94610	3	0	0	I don't own a car. I walk, bike and take transit with my 5 year-old everywhere. I don't know of any continuous safe bike (protected from cars) way to any destination where I live (grocery store, school, Bart, Kaiser, park, downtown, etc). If it's a goal to encourage more people to bike you'll first need to provide well designed continuous safe bikeways (not like Telegraph). I appreciate the Bus Only Lanes Oakland has installed and like to see a lot more.	active transportation, transportation (bus)

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#040	94611	4	20	0	Street safety must include repairing the plentiful and dangerous potholes all over town. These are dangerous to all forms of transportation, and likely put the City at risk of lawsuits from injuries.	transportation (street management)
#041	94611	4	50	0	I am a big supporter of more parks, trees, shoreline access - but this phrase about setting consistent standards for park maintenance is a must-have. We already have some parks where I would not want to bring my kids...	green spaces
#042	94510	3	0	0	Strongly recommend that new development is infill whenever possible, sustainably building on existing infrastructure and economies of scale for walkable and transit-dense communities. Undeveloped land should be protected and rewilded whenever possible and sprawl should not be subsidized.	housing, vacant lots
#043	94602	4	20	0	I am not seeing a commitment to utilizing developing technologies to increase safe, efficient mass transit. We want to reduce driving, but until we develop realistic safe alternatives, like frequent shuttles along bus routes to other transit, people will go for what is safe and convenient.	transportation
#044	94609	1	10	0	There are too many potholes in areas like Fruitvale and in various areas of Temescal. Bikers, drivers, scooterers, etc. are at risk. Please fix the potholes, with a priority to lower income neighborhoods first.	transportation (street management)
#044	94601	5	0	0	This might be the best bike/scooter bang for the City's buck, but it might not. Hopefully there are studies out there on how much smooth roads increase alternative transportation vs. bike lanes, sharrows, speed limits, appropriate bus service, etc. The City should be deliberate/evidence-based and not just throw money at things that seem popular.	transportation (street management)
#045	94609	1	30	0	climate resilience are crucial to sea level rise and also important to biodiversity. I would love to see local climate resilience revitalized and for children and adults to be able to see a portion of what a pre-contact wetland might have looked like.	climate resilience
#046	94602	4	0	0	Consider positioning parks near schools and libraries, increase maintenance and safety so that people will truly enjoy meaningful access to parks that are not trash heaps and crime scenes. For example, look at parks near old town Oakland, and ask yourselves whether neighborhood children and old folks can safely enjoy the outdoors there. By planning appropriate placement and infrastructure, you can naturally create safe, well spaces. Also, sustainability would be increased by city services and maintenance focused on maintaining campuses of parks with libraries, etc.	green spaces
#047			9	0	So glad to see awareness of walking and biking mentioned. Oakland should strive to move away from being so car-focused!	active transportation
#048	94607	3	0	0	Who would this be for? The legacy residents who have had to live with the disconnection from downtown, or for newer, wealthier, VOCAL residents who've spent \$1M on their homes and know the history but don't want to experience the same repercussions as the existing residents?	transportation (regional connections)
#049	94618	1	20	0	Love this!	green spaces, mobility
#050	94618	4	60	0	Why are we always talking about adding new parks vs. investing in existing parks? What is the benefit of adding more park acreage if we can't successfully maintain or program existing parks and park facilities? What is the city's capacity to support new acreage and can we please be realistic with the city's budget and prioritize?	green spaces

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#050			3	0	Agree. The city should fix and maintain what we have before expanding. The GP should set a maintenance-first standard before any new acreage gets added.	green spaces
#051	94609	1	20	0	we need high quality biking infrastructure on all major North-South and East-West corridors, not just painting a green stripe on the road.	active transportation
#052	94618	1	80	0	I would love for biking across town to feel safer. When I need to pass through multiple neighborhoods, meaning biking on busy streets, it always feels risky.	active transportation
#053	94608	3	0	0	It is key that the City starts managing the urban street trees, instead of leaving it to each homeowner.	tree preservation
#054	94609	1	10	0	West Oakland faces too much pollution. Where I live in Temescal, the windows and windowsills are constantly filled with black soot. The air is not fresh enough to want to take deep breaths all the time, and I smell fires that are likely from West Oakland often. Please get rid of polluting companies in West Oakland and find lower-polluting solution to the freeways, etc.	climate resilience
#055	94609	1	20	0	This is a good goal; I also hope that the parks quality is equitable across neighborhoods.	green spaces
#056	94618	1	30	0	I would love it if everyone in Oakland could to walk a few minutes to a park with benches (at the least).	green spaces
#057	94705		60	0	We need to include clean and safe sidewalks and bikeways. Not just streets. Garbage pick up and managing dumping is a huge policy area to be dealt with.	public amenities
#058	94618	1	60	20	Transportation should be designed not just for people to move through a neighborhood quickly, but also so that people can transport within that neighborhood. businesses that used to be more easily accessible can experience less business once a rapid bus lane with few stops has been put in.	mobility, transportation (bus)
#058			6	1	I hope that more housing near small businesses can create customer bases for those businesses so that people don't need to leave their neighborhoods for essentials. They can walk, or maybe cycle/scooter.	mobility
#058			1	0	The city should design transit corridors that serve neighborhoods, not just move people through them. More stops, slower service on commercial corridors, faster service between major hubs.	transportation (bus)
#059	94609	1	20	0	Increasing tickets for moving violations that endanger pedestrians should also be on the table.	transportation (street management)
#059	94601	5	0	0	Also, cars parked in bike lanes should be ticketed. For example, cars very frequently park in the one on Fruitvale between Foothill and International, driving cyclists into heavy traffic.	transportation
#060	94611	3	100	0	To ensure a sustainable, equitable and resilient future, Oakland should prioritize planning for resilient forms of transportation and actively work to reduce dependence on oil-based transportation (individual cars). By investing in alternative transit options (safe and convenient pedestrian, bicycle and transit systems) and supporting clean energy initiatives, we can strengthen our community's long-term stability and environmental health.	transportation (street management)
#061	94609	1	60	0	In addition to parks, we need more trees and local flora and fauna to keep West Oakland, East Oakland, cooler in the summer.	tree preservation
#062	94609	1	10	0	Can you look into cities in the US where bus systems are free? I believe the bus system would be much more robust if it were free to use. I also support free BART, funded by higher taxes on the rich. Ultimately Bart needs to have more stops and cover a larger portion of the Bay.	transportation (bus), transportation (regional connections)

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#063			2	0	We should protect undeveloped parcels of land and turn them into publicly accessible natural parks. The focus should be on preserving Oakland's natural landscape, native plants, and biodiversity. Lawn grass is not helpful to the public. Wealthy developers should not be permitted to destroy more of Oakland's environment and valuable wildlife for million dollar mansions. This does nothing for the general public and only serves to harm the community. Fines just equate to selling our land to the highest bidder with the biggest wallets - we need real protections that actually prevent the way Matthew Bernard and Lynn Warner destroyed the land.	vacant lots
#064			8	0	Please include language around planting native plants in medians, parks, open spaces, parking lots, etc. Large open spaces should be cultivated to reduce invasive grasses and promote native grasses and plants to reduce wildfire risk and restore beneficial insect and animal populations.	native plants, green spaces
#064			3	0	Agreed, it should be a requirement to plant native on city property and commercial landscaping spaces. Areas frequented by the public should be beneficial to the public and the environment. The city has a duty to foster a healthy ecosystem for the people, flora, and fauna.	native plants
#064			1	0	Absolutely, only native plants should be used to vegetate parks and other city landscaping. We should ensure there's maintenance in mind and education for the community	native plants
#065			0	0	Walking and biking infrastructure improve must include illegal dumping and illegal encampment hotspots underneath highway overpasses. For example, the underpasses near MacArthur Bart station under the 24/580/980 freeways is always burdened with trash and homeless, making it dangerous for the people living in the neighborhoods to walk and bike to their local Bart station.	active transportation, maintenance
#066			5	0	Climate resilience should also consider sea level rise which will affect the shoreline, the Coliseum area and Lake Merritt in particular	climate resilience
#067	94601	5	11	0	Swimming pools should be added to this list. They help people deal with stress and increasing heat. Even small pools (e.g., a lap pool with a few lanes and no deep end) would be better than nothing. Having a water slide or splash pad/play area would be great too and maybe not use too much water. Pools and showers should be heated with solar thermal systems and heat pumps since natural gas causes GHG emissions and will keep getting more expensive over the years.	public amenities
#068	94509	1	60	10	I would like to see commercial rent control or subsidies for small businesses which contribute to Oakland's character and economic health.	support services
#069	94611	1	10	0	Many cities around the world like Portland OR and Singapore have strict rules to replace any removed trees with trees additional trees or equivalent trunk diameter. This ensures the tree cover in the city is always increasing, leading to documented health, economic, and climate benefits. I would like the city to consider adopting stronger tree replacement policies in their permitting.	tree preservation

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#070	94605		0	0	No big truck on 580 or 13. Skyrak Engineering Services recently published a demographics study of the I-580 and I-880 corridors in the East Bay. The study is intended to provide policy makers with data to help them decide whether or not to remove the existing truck ban on I-580. The data revealed by the study shows that more people live alongside I-580 than I-880, and that if the truck ban is lifted Caltrans will be exposing almost a quarter million people to truck emissions who are not currently exposed. neighbors along ALL highway and freeway are at risk and need more green infrastructure Choose only Native California keystone plants!	transportation (trucks), native plants
#071	94609	1	20	0	I would love if the libraries had increased hours. I find it hard to reach a library when it is only open some days of the week and at 1pm.	public amenities
#072	94611	1	0	0	What are the current tree removal and replacement policies for any construction permits.	tree preservation
#073	94619	6	50	0	On my relationship's street on Crosby Ave, almost every single street tree in the sidewalk has been cut down now. Only stumps and empty tree wells. We've watched all the mature trees dissappear now. How is this helping Oaklanders for climate change addaption or air quality, polution and sound buffering?	tree preservation
#074			3	0	I think this is great, but I'm troubled by the lack of mention of biodiversity in the plans for accessible green spaces. The wealthier residents of Oakland prefer to live in places near natural areas because of how much the presence of birds and other wildlife improves quality of life (and there's a lot of research showing this is consistently true for people worldwide) and the rest of us only have easy access to green spaces with non-native vegetation that doesn't support nearly as much wildlife as native vegetation and natural habitats. This is a major equity issue that will get worse if Oakland's remaining pockets of natural areas are destroyed for development and vegetated with non-native plants, like most green spaces in our city. Access to nature shouldn't be exclusive to the wealthy; all of our urban green spaces should be planted with native plant communities to support biodiversity everywhere in Oakland so everyone can benefit from it, and all remaining undeveloped parcels in Oakland should be protected from development and turned into publicly-accessible natural areas.	vacant lots, green spaces
#074			2	0	This is absolutely true - biodiversity is core to our climate resilience. In addition to preserving what remains, we need to daylight creeks especially in the flats, provide biodiveristy education and interpretation in all city parks in the flatlands, and provide subsidies and education so residents in the flats can landscape their homes appropriately. As extreme heat events become more and more common, the city needs to take action to protect its residents by adding more green spaces AND greenery to reduce heat island effects	climate resilience, creek restoration
#075	94602	4	20	0	Questioning the designation of cultural districts— for example, the Lakeshore area has been designated LGBTQ when there does not appear to be much of an active LGBTQ community in the area— only one small art gallery. Cultural districts emerge from the culture, they are not a pr	arts and culture

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#076	94607	5	0	0	Waste Management has a facility in West Oakland and rather than enter and exit on parkway (which is not residential) the trucks enter and exit through residential neighborhoods on 9th, 10th, 11th and 12th st. This is huge noise pollution problem. This would be an easy fix, but despite requests to address this, nothing has been done.	transportation (trucks)
#077	94609	1	10	0	Can you please ban, fine, tax, sue, etc. the companies responsible for toxic fires in West Oakland?	climate resilience
#078	94609	1	20	0	By 2030 we should all have air quality equal to folks in the hills.	climate resilience
#079	94609	1	30	0	I support taxing major businesses like MacDonaldds, etc. and sending funds to small businesses.	businesses
#080	94605		0	0	Is this a good plan to put so much development into the most industrial and dangerous area of Oakland?? West Oakland: Look for "low-lying" areas (often shaded green) that may not be directly connected to the Bay but could flood due to drainage issues or rising groundwater. The 880/98th Ave Interchange: This area near the airport is a major "hot spot" where water is projected to overtop the shoreline relatively early (by 2050 scenarios)	climate resilience
#081	94610	3	0	0	Set benchmark of 15-minute city	mobility
#082	94610	3	0	0	Yes, please protect undeveloped parcels in the Oakland hills for needed biodiversity, daylight and restore all creeks and restore bay-front shoreline	creek restoration, vacant lots
#083	94606	2	0	0	There is a big need to maintain parks, more than creating new spaces, we need to reclaim spaces, invest in them, fund them, partner with local groups, churches, CBOs who can invest in them and activate them.	green spaces
#084			2	0	We need to daylight creeks. Trees need to be planted at a much higher rate and there needs to be sufficient maintenance to protect the trees and native planting that the city is undertaking	creek restoration, tree preservation, native plants
#084	94601	5	0	0	Also, big drops in channelized creeks should be evaluated to see if fish can get up them. If not, they should be re-engineered.	creek restoration
#085	94618	4	0	0	Maintaining should be listed BEFORE creating.	maintenance
#086			2	0	All remaining natural areas in Oakland should be protected (most are currently zoned for low-density housing that will only house a small number of high-income residents) and turned into publicly accessible nature parks. All City and commercial landscaping should be planted only with locally native plant communities. We can bring nature back into the places we've developed, and access to nature should be equitable for everyone, not just people with enough wealth to live near undeveloped natural areas.	native plants, green spaces
#087	94611	4	40	0	I am repeating myself - I believe that the numerous potholes in our roads are a major safety hazard.	transportation (street management)

Attachment B1 - All Comments from Interactive Framework on Konveio

#088	94619	6	70	0	<p>Question: I live on Skyline Blvd, our established, green spaces corridor is being completely wiped out of its tree lined street, slowly but surely. Watched 50% of our trees on the street and nearly 80% of the neighborhood decimate all trees protected and not. Drive on Brookpark Rd and entire stretched have removed all frontage trees and back yard trees. We have no sidewalk tree wells here. The new tree codes eliminated our one street, Skyline Blvd, to now be listed now as “stumps” 100’ tall trees being reduced to dry tall grasses and stumps. There is a recreational single-track trail from the highschool to all the open spaces..</p> <p>Why were we given the total and complete opposite of these new documents? We lost trees, tree protections and ordinances, aswell as our failing street lighting system for 5years now.</p> <p>In the quest for betterment, the city may just have done the complete opposite for other parts of Oakland. We’re abandoned from every element that are the goals in these documents and are drastically, rapidly going the opposite way like we are expendable and abandoned even from a legal stand point now. Even our infrastructure.</p> <p>Sweres overflowing out of the grates inthe street, storm sewers regularly overflow and flood the street, and can barely see the road at night without lighting in places.</p> <p>This is very concerning to read these documents and see we’ve been delt the opposite.</p>	tree preservation
#089	94605	6	0	0	<p>While minor in terms of unit count impact, language promoting caretakers units (ADUs) at Houses of Worship in Oakland, can not only create more housing but also improve site security at our Churches, Synagogues and Mosques. It can also create a sense of usefulness, belonging and dignity for semi-retired seniors that would find a sense of purpose by serving as the on-site caretaker.</p>	housing
#090	94610	3	0	0	<p>and safely</p>	safety
#091	94609	1	20	0	<p>The Street Sweeps that Oakland conducts are cruel and against the values of this document. There are no openings in shelters; no resources for people leaving abusive situations. No affordable housing.</p>	displacement, support services
#092	94605		0	0	<p>Is this a good plant to put so much development into the most industrial and dangerous area of Oakland??</p> <p>West Oakland: Look for "low-lying" areas (often shaded green) that may not be directly connected to the Bay but could flood due to drainage issues or rising groundwater.</p> <p>The 880/98th Ave Interchange: This area near the airport is a major "hot spot" where water is projected to overtop the shoreline relatively early (by 2050 in some scenarios</p>	industrial areas
#093	94609	1	20	10	<p>Bart spending so much money on police and new gates while running into a budget crisis is a threat to the people of Oakland who depend on it. They are mismanaged and Oaklanders suffer as a result.</p>	transportation (regional connections)
#094	94602	4	10	0	<p>How many of these town halls been held at libraries? I had not heard of the process. Libraries would be a natural place to engage the public.</p>	public amenities

Attachment B1 - All Comments from Interactive Framework on Konveio

#095	94609	1	30	0	It is also important that the City of Oakland does not directly contribute to ongoing genocides and wars. Currently the Oakland Airport ships out parts for weapons and planes to the Israeli government. Business related to ongoing genocides needs to be outlawed in Oakland.	accountability
#096	94611	4	10	0	Having an economically diverse community that is walkable due to spread out mixed use businesses and housing. Access to economic opportunity and vitality come from actually having spaces where people can engage in commerce in their neighborhood.	mobility
#097	94609	1	20	0	Please consider bike highways to connect neighborhoods. Note that these should be separated from cars and allow fast travel that is *separate* from pedestrians. E-bikes are the future of transit in the United States; imagine being able to get to most places in Oakland via a separated bike path in 30 minutes or less.	active transportation
#098	94602	4	0	0	Libraries serve as community gathering spaces, educational and arts resources as well as resiliency centers. Please emphasize libraries and plan appropriate public spaces, including senior centers, arts and park spaces in proximity. This will help naturally sustainable civic building. The proximity will mean ease of maintenance and security.	public amenities
#099	94609	1	50	0	A walkable neighborhood should also include overhead tree cover - it improves temperature regulation, beautifies streets, and if the trees are native, provides habitat for our ecological communities too. There is a long and racist history of tree removal in minority neighborhoods - we have a chance to write those wrongs in this general plan and re-green Oakland. Please prioritize more native street trees in underprivileged neighborhoods!	tree preservation, native plants
#100	94609	1	20	0	There needs to be a community priority for more pay for OUSD teachers, for better classrooms, lead-free water, beautiful spaces for kids, and healthy meals provided at schools, etc. Where is this priority? We need smaller classroom sizes, more teachers per classroom, more special ed teachers. It is unacceptable that this is not a community priority.	education
#101	94602	4	10	0	Libraries serve to support arts, educational and career development resources. They should be at the center of this planning process, rather than glossed over. Public building should be planned with senior centers, arts centers, recreation centers and parks in proximity to allow for sustainable maintenance and security.	education
#102	94609	1	10	10	These bike lanes need to be protected, which means either concrete barriers, or elevated bike lanes such as the ones in Copenhagen with their own drains. The current protection for bike lanes in the US does *not* cut it. We can raise the bar. The bike lanes should also be accessible for people on motorized wheelchairs, tricycles, handcycles, and cargo bikes.	active transportation
#103	94609	1	10	0	Community gathering spaces should include places for night markets.	public amenities
#104	94601	5	0	0	Strategies should also be used to reduce vehicle idling, which increases air pollution.	transportation
#105	94605	6	20	0	While charter schools have their supporters, their widespread use, often by for-profit operators masquerading as non-profits, means more parents driving more miles away from a neighborhood school and increasing traffic. While OUSD is not subject to this Plan, the Plan should promote neighborhood schools on safe and short walking routes.	education
#106	94602	4	40	0	311 illegal dumping reports used to be cleaned in a few days and now it's 3+ weeks	maintenance

Attachment B1 - All Comments from Interactive Framework on Konveio

#107	94611	3	20	0	Oakland has an epidemic of dangerous, deadly driving and long-term planning should address this problem very strategically. Agree 100% with these goals but they also need to be able to be implemented. Design upgrades to make pedestrian and biking much safer across the City should be our City's top priority, as such infrastructure improvements will intrinsically bring economic development benefits (encourages shopping in local business districts, increases housing and tourism demand, more ability to develop affordable housing). Physical improvements also need to be coupled with real enforcement.	transportation (street management), mobility
#108	94705		10	0	YES	maintenance
#109	94610	3	0	0	How about more pedestrianized streets/areas, especially in downtown?	active transportation
#110	94609	1	10	0	Can policy updates be put in place to discourage empty storefronts, perhaps by fining landlords for keeping them empty after a certain period of time? Vibrant neighborhoods include active storefronts and affordable rent for small businesses - not landowners who sit on empty storefronts for years with no incentive to lease (and possibly benefiting from tax write-offs, further incentivizing them to keep storefronts vacant or rents high). I personally always feel more safe when walking down a commercial street with active storefronts, versus one with lots of shuttered and empty spaces.	vacant lots
#111	94618	1	40	0	More trash cans with frequent maintenance. More services for cleaning refuse from the streets.	maintenance
#112	94609	1	10	0	Please prioritize East Oakland first.	transportation
#113	94609	1	60	0	We need public bathrooms so that people who are pregnant, elders, transgender, kids, have IBS, etc. can leave the house with the peace of mind they can use the bathroom if they need to.	public amenities
#114	94609	1	0	10	In San Francisco, slow streets are not respected. There are many drivers who drive quickly and honk at pedestrians and bikers on slow streets, especially after quarantine ended. I suggest that Oakland consider closing certain roads or half of certain roads in a protected fashion (such as JFK in Golden Gate Park, the Great Highway, or on commercial corridors), create bike highways and protected bike/walk/roll/public space areas instead. There is no meaningful safety if a driver can choose to roll over a plastic bollard or ignore a sign; it needs to be physically impossible for a car to enter for someone to feel safe bringing their two year old on a walk.	active transportation
#115	94609	1	20	10	Can we ban the use of Waymos and similar self-driving vehicles in Oakland?	transportation
#115	94607	3	10	10	On what basis? While I think this industry must be closely monitored and regulated – and we must always maintain a cautious eye towards corporate interests and their role in our transportation sector – banning outright a technology that is demonstrably safer for pedestrians, cyclists, and other drivers is irresponsible and short sighted.	transportation
#115			0	0	It's not clear that it is safer across the board. What protections against mobile surveillance from these vehicles and the further indebtedness to these corporations do we have?	transportation
#116	94609	1	20	0	I support increasing taxes on corporations, big businesses, people in expensive homes, anyone who owns more than one property, and using that to fund everything else.	businesses
#116			1	0	Can we impose an empty home tax? I think NYC is modeling some policies that could work well to support the people of Oakland too.	housing
#117	94612	3	10	0	What about maintaining historic structures in city owned parks?	historic preservation

Attachment B1 - All Comments from Interactive Framework on Konveio

#117	94618	4	0	0	This should be a priority over new parks the City can't afford to maintain long term.	green spaces
#118	94609	1	30	0	We do NOT need more investment in the police.	funding
#118	94609	1	30	0	Their budget is gigantic as-is. Please end overpaid overtime for them. Please examine bonuses.	funding
#118			0	0	Can we end the city's contract with Flock? And refrain from giving surveillance data to private companies?	policies
#119	94601	5	0	0	Home repair grants would be fantastic but even multiplying the current amount available by 20 would be insufficient to address all the deferred maintenance. Low-interest loans (like GoGreen California but lower interest) might be more scalable.	housing, maintenance
#120	94609	1	20	0	Please also include consideration from reducing emissions from local deliveries.	climate resilience
#121	94607	5	0	0	Not only access to living wage jobs (which is important) but also focus on programs to for residents to create businesses and jobs!	support services
#122	94618	1	0	0	This article has great insights and ideas for maintaining affordability in neighborhoods while also protecting against gentrification. https://www.lincolnst.edu/publications/land-lines-magazine/articles/equitable-urban-greening/	green spaces, vacant lots, displacement
#123	94605	6	10	0	As the City promotes affordable housing, it should also extend to avoiding use of property managers like FPI Management (for profit) that extracts value and lets properties fall into disrepair (e.g. 98th Avenue site and others that EBALDC had to buy and fix).	housing
#124			1	0	It's not just equitable parks but equitable access to biodiversity and nature.	green spaces
#125	94605	6	10	0	Love seeing the reference to child care, including as it relates to workforce development. City should offer more vacant City land or airspace (e.g. above library) to non-profit child care provider and partner with groups like LIIF (Low-Income Investment Fund) to develop large family childcare and enterprise level sites at low operating costs.	vacant lots
#125	94618	4	0	0	YES. Colocating childcare near jobs make a lot of sense and is part of an inclusive economy.	inclusivity
#126	94609	1	40	0	New parks should be planted with 100% native plants, and existing park maintenance should replace dead, dying, or diseased vegetation with native plants.	native plants
#127	94611	4	10	0	Oakland is well-positioned to develop more jobs in healthcare. We should augment our training capabilities. We should work to build jobs in biotechnology, pharmaceuticals, research, healthcare AI/EHR... A hub for this near Laney or Pill Hill could coordinate with Alameda Health, UCSF Benioff Children's, and Kaiser Permanente to create a flow from high school through professional success.	workforce
#128			0	0	Growth of these industries requires public safety and sanitation, as well as other city services. We need to create the community where we want to live to attract those industries. We cannot accept violent crime and crimes against women and girls as status quo.	public amenities
#129	94609	1	20	0	Specific to ports of Oak and Airport: The plan should include a path for full electrification of port activities.	transportation (electrification)

Attachment B1 - All Comments from Interactive Framework on Konveio

#130	94609	1	20	0	People who have been displaced due to gentrification should receive some sort of reparations or ability to rent or buy very cheaply. There should be a limit as to the number of homes any family, person or corporation can own in Oakland. There needs to be accessible housing built so disabled people can have a place to live that works for them. We need to build houses that use sustainable materials.	displacement, housing
#131	94609	1	30	0	Parks should also involve consult from Oakland.bio on instagram and native plants, and consult from indigenous groups.	green spaces, native plants, indigenous stewardship
#132			1	0	I agree that we need more affordable housing so Oakland residents can afford to stay in Oakland; I worry that the concurrent development of our remaining natural areas in the hills into luxury housing for wealthy individuals will attract wealthy outsiders who will then cause gentrification in Oakland. We should not be approving any more sprawling luxury housings at all, especially in undeveloped natural areas, which are already almost gone in Oakland. We should be creating a city with more access to natural beauty and affordable housing for the majority of Oakland's residents. We should not allow developers to profit off of destroying the last of our natural ecosystems to create housing that will house a small number of high-income people at the expense of everyone who already calls Oakland home.	affordable housing
#133	94609	1	10	0	What rules can Oakland put in place to ensure there is enough housing for different types of accessibility? Where can Oakland residents go and who will enforce rules about upkeep, mold, etc. of rented apartments?	housing, policies
#134	94605	6	10	0	Please promote a policy as follows: The City finds that free/subsidized use of City owned vacant lots and buildings for non-profit type artists activities/installations, is in the City's artistic and economic development interest.	arts and culture, vacant lots

Attachment B1 - All Comments from Interactive Framework on Konveio

#135	94605		0	0	<p>I hope this isn't the answer! but these hubs on the 880.</p> <p>The bustling Trader Joe's grocery store in Oakland's Rockridge neighborhood might, in the next few years, be transformed into a 415-unit senior housing complex.</p> <p>As first reported by the San Francisco Chronicle, the developer Align Real Estate submitted an application with the city today to replace the 20,000-square-foot grocery store and parking lot with two residential towers.</p> <p>According to the developer, the apartment complex, split between a 25-story and a 30-story building, would resemble other housing projects developed over the past decade in Oakland near transit hubs like the MacArthur Transit Village, the proposed Lake Merritt BART Transit Village, or downtown Oakland's Atlas building near the 12th Street BART station.</p> <p>Never miss a story. Sign up for The Oaklandside's free daily newsletter.</p> <p>Email</p> <p>According to the developer, the buildings would include 371 independent senior living units, 18 assisted living units, and 26 memory care units. The building would be managed by a nonprofit.</p> <p>The Trader Joe's would close and the new apartments would not include any ground-floor retail, but the new homes would be within walking distance of a BART station and College Avenue's retail corridor, including a nearby Safeway and Market Hall.</p> <p>The developer's submission letter to Oakland says their plan qualifies as a "housing project" under the 2019 Housing Accountability Act, a law authored by former East Bay State Senator Nancy Skinner that streamlined the approval process and gave developers more flexibility.</p>	housing
#136	94602	4	0	0	Libraries are natural places for community murals and art works. They would provide synergistic venues for sustainable security and maintenance.	arts and culture
#137	94605		30	0	There should be more grants and support for local artists!	arts and culture
#138	94609	1	10	0	Is there space in this plan to include a UBI pilot program for Oakland artists? Other cities have developed these programs successfully -Oakland should also be on the forefront of supporting working artists who live in our city.	arts and culture
#139			1	0	As we seek to expand the tree canopy, let us please remember that trees are a fundamental part of our ecosystem. As such, emphasizing native trees over non-natives is more beneficial for all creatures, human and more-than-human, alike. Oakland's current list of approved street trees is comprised of less than 10% of natives. Native trees require less water and maintenance, and fewer nutrients. Many are keystone species, which provide habitat and food for increasingly endangered insects and birds.	native plants, tree preservation

Attachment B1 - All Comments from Interactive Framework on Konveio

#140	94602	4	20	0	One way that would help this is to broaden zoning in industrial neighborhoods, reduce the number of CUP's required for non-industrial uses	industrial areas
#141	94605	6	40	0	Please highlight CEB and Bancroft Ave tree corridor planting as a way to reduce PM 2.5 pollution. See the UC Davis-Caltrans study showing certain tree plantings near school yards and highways can reduce PM 2.5 pollution for sensitive receptors.	tree preservation, climate resilience
#141	94603	5	30	0	It is so important that East Oakland have more trees, we are being poisoned but have preventative measures that are not in place by the city. Is it systematic? I say yes	tree preservation
#142	94607	3	0	0	Oakland has plenty of murals and mosaics and needs to expand it's ideas about what public art can be. It should also include public performance (which is also a safety and tourism strategy) by other artistic disciplines besides visual mediums.	arts and culture
#143	94609	1	10	0	West Oakland's air quality and pollution/toxin burden needs to be prioritized. Even in Temescal the air quality is not good. How can pollution from trucking related to the port (and not related to the port) be re-planned?	climate resilience
#144	94605		20	0	<p>please Plant Native California Keystone Trees for street trees. Trees provide so many benefits to the well-being of a community.</p> <p>Coast Live Oak (<i>Quercus agrifolia</i>): Keystone Value: Supports approximately 275 species of butterflies and moths. Street Use: It is the most widely planted native oak in California urban landscapes. It is evergreen and highly drought-tolerant once established. Site Needs: Typically requires larger sidewalk basins for full crown development.</p> <p>Blue Oak (<i>Quercus douglasii</i>): Keystone Value: Endemic to California; provides food and shelter for birds, bats, and insects. Street Use: Known for its upright growth habit and compact size, it is a proven street tree in cities like Palo Alto. Site Needs: Extremely drought-tolerant and tough, making it ideal for the West Coast.</p> <p>Hollyleaf Cherry (<i>Prunus ilicifolia</i>): Keystone Value: Supports 117 lepidoptera species and provides berries for local birds. Street Use: A great option for narrower parkways where a smaller, water-saving evergreen tree is needed. Site Needs: Can be grown as a large shrub or trained into a small tree.</p> <p>California Sycamore (<i>Platanus racemosa</i>): Keystone Value: Host plant for the Western Tiger Swallowtail butterfly. Street Use: Commonly used in medians and large sidewalk cut-outs, though it often requires a wider space due to its massive trunk girth.</p>	native plants

Attachment B1 - All Comments from Interactive Framework on Konveio

#145	94607	3	0	0	Ensure that existing cultural centers are updated and maintained. There are several facilities that have fallen into disrepair that could be a great benefit to the community, including spaces like the Malonga Center for the Arts.	arts and culture
#146	94621	6	0	0	How is the city defining modernizing in the industrial context and what safety precautions such as buffers will be included in industrial modernization efforts to protect neighboring communities and schools?	industrial areas, safety
#146			0	0	The GP should define clear buffer standards between industrial uses and residential neighborhoods before any modernization happens. That has to be built into the framework not figured out later.	industrial areas
#147	94618	4	0	0	YES to Resiliency Hubs and resilience features in all public buildings.	public amenities
#148	94609	1	0	0	Making housing more affordable, transportation better, etc. will help the arts and culture section goals here.	arts and culture
#149	94602	4	0	0	The local communities are working hard to get more and better libraries— West Oakland, at Hoover-Durant and the Piedmont Ave Library, for example. This plan needs to focus on sustainable development in existing neighborhoods and cultural areas, beginning with public libraries that serve the community, create opportunities and help define neighborhoods.	public amenities
#150	94612	3	50	11	I am writing as a concerned Oakland resident alarmed that the General Plan Update does not include a public lands policy. Oakland's ongoing sale of public lands gives up valuable resources for limited public gain. I would like the planning commission to push for the City of Oakland to adopt a public lands policy that prioritizes allocating land to affordable housing and uses a ground lease structure instead of selling off public lands. Oakland must stop selling off public resources and ground leases are a much better way to ensure that, in the long-term, public land is used for public good. Please do not support a General Plan Update that fails to include a comprehensive public lands policy. The public lands policy should require the use of ground leases and should prioritize public lands to be leased for a de minimis for the development of affordable housing.	policies
#150	94611	4	0	10	Oakland has a large number of small to medium sized public parks. Additionally, there are mile of shore front and state parks mountains for walking, biking, and hiking. What will really support affordable housing is allowing for large scale apartments. Increasing housing supply decreases cost, making it inherently more affordable to a broader population	housing

Attachment B1 - All Comments from Interactive Framework on Konveio

#150	94608	1	20	0	There may be a large number of small to medium sized parks, but not many are appropriately maintained or useable. For state parks, they may be more reachable by car, but how many are accessible by public transportation. The access to natural spaces via public transport, within or near the city, is very limited, especially to lower income residents. I agree with the land lease idea. We cannot continue to endanger the very unique habitats that we have in Oakland, especially when in the setting of the broader national climate of de-prioritizing environmental protections. Agree there needs to be a more streamlined, efficient permitting process for development, but should not come at the cost of our natural resources. Increasing housing supply may somewhat decrease cost, but the broader trend that has been noted, especially by large corporations and groups leading these large developments, is that they are, at the end of the day, looking to maximize profits, not necessarily provide affordable housing. Given the high amount of higher-income tech workers in the Bay looking for cultural hubs and public transport options to work, housing prices will most likely continue to rise just due to a surplus of higher-income workers looking for relatively cheaper housing than other cities in the Bay.	transportation
#151	94621	6	10	0	What protections will the city implement to prevent the displacement of long-term East Oakland residents during construction and once redevelopment is completed?	displacement
#151			1	0	The city should have legally binding anti-displacement commitments funded and in place before upzoning takes effect. Not promised alongside it.	displacement
#152			1	0	Should include consideration of how these corridors link to neighboring cities - connections to Berkeley and Alameda are patchy on both bike and bus.	transportation (regional connections)
#152			0	0	Can we get Gold Standard BRT on these high priority routes?	transportation (bus)
#152			0	0	The GP should be pushing for better connections to Berkeley and Alameda. Regional ridership is where the growth is — that's what makes the system sustainable.	transportation (regional connections)
#153	94605		0	0	No big truck on 580 or 13. Skyrak Engineering Services recently published a demographics study of the I-580 and I-880 corridors in the East Bay. The study is intended to provide policy makers with data to help them decide whether or not to remove the existing truck ban on I-580. The data revealed by the study shows that more people live alongside I-580 than I-880, and that if the truck ban is lifted Caltrans will be exposing almost a quarter million people to truck emissions who are not currently exposed. neighbors along ALL highway and freeway are at risk and need more green infrastructure Choose only Native California keystone plants!	--
#154	94605		0	0	move the bus route out of the residential neighborhood.	transportation (bus)
#155	94605		0	0	It would be nice if the lake really looked like this, still.	climate resilience
#156	94605		0	0	The nearby neighborhoods are already impacted by freeway pollution and noise. base on this plan I see why you want the trucks on the 580 and 24 now.	climate resilience

Attachment B1 - All Comments from Interactive Framework on Konveio

#157	94605		0	0	No big truck on 580 or 13. Skyrak Engineering Services recently published a demographics study of the I-580 and I-880 corridors in the East Bay. The study is intended to provide policy makers with data to help them decide whether or not to remove the existing truck ban on I-580. The data revealed by the study shows that more people live alongside I-580 than I-880, and that if the truck ban is lifted Caltrans will be exposing almost a quarter million people to truck emissions who are not currently exposed. neighbors along ALL highway and freeway are at risk and need more green infrastructure Choose only Native California keystone plants!	--
#158	94605		0	0	No big truck on 580 or 13. Skyrak Engineering Services recently published a demographics study of the I-580 and I-880 corridors in the East Bay. The study is intended to provide policy makers with data to help them decide whether or not to remove the existing truck ban on I-580. The data revealed by the study shows that more people live alongside I-580 than I-880, and that if the truck ban is lifted Caltrans will be exposing almost a quarter million people to truck emissions who are not currently exposed. neighbors along ALL highway and freeway are at risk and need more green infrastructure Choose only Native California keystone plants!	--
#159			3	0	Oakland has had some of the most stable rents in the entire Bay Area since the pandemic due to building all types of housing, at volume. The best way to maintain affordable housing is to encourage building of all types of housing at all price points.	housing
#160			2	0	New large housing complexes in high resource neighborhoods are disproportionately sited very close to highways, with associated air and particulate pollution. New housing must be allowed through neighborhoods, not just in high traffic corridors.	housing
#160			2	1	The city should be pushing density into neighborhoods not just along freeway corridors. Siting new housing next to highways trades one equity problem for another.	housing
#161	94605		0	0	Is this a good plant to put so much development into the most industrial and dangerous area of Oakland?? West Oakland: Look for "low-lying" areas (often shaded green) that may not be directly connected to the Bay but could flood due to drainage issues or rising groundwater. The 880/98th Ave Interchange: This area near the airport is a major "hot spot" where water is projected to overtop the shoreline relatively early (by 2050 in some scenarios)	--
#162	94605		0	0	No big truck on 580 or 13. Skyrak Engineering Services recently published a demographics study of the I-580 and I-880 corridors in the East Bay. The study is intended to provide policy makers with data to help them decide whether or not to remove the existing truck ban on I-580. The data revealed by the study shows that more people live alongside I-580 than I-880, and that if the truck ban is lifted Caltrans will be exposing almost a quarter million people to truck emissions who are not currently exposed. neighbors along ALL highway and freeway are at risk and need more green infrastructure Choose only Native California keystone plants!	transportation
#163			2	0	Bike paths in West Oakland regularly overrun by dumping trash and RV encampments. New infrastructure does little good if it doesn't come with resources to maintain it and keep it usable.	transportation (street management)
					03. DRAFT LAND USE FRAMEWORK KEY STRATEGIES	--

Attachment B1 - All Comments from Interactive Framework on Konveio

#001			0	0	The plan perpetuates single-family zoning in Oakland's most affluent neighborhoods in the Hills, and rezones working-class single-family neighborhoods along the 580/MacArthur corridor to multifamily. These latter areas have small lots of single-family homes and many small, rent-controlled apartment buildings. Neither is likely to be economically feasible to tear down for larger-scale construction, and the corridors are the LEAST livable parts of Oakland, with the trash, noise and pollution from the freeway. Doesn't this just entrench Oakland's prevailing pattern of economic segregation? I do like the identification of a needed park site in the Laurel.	inclusivity, climate resilience, housing
#002	94605	6	0	0	There is a lot of discussion around siting affordable housing equitably, but none around siting market rate housing equitably. MR housing is currently concentrated in D1, and portions of D2 and D3, which drives economic and racial segregation in Oakland. This matters, because people living in MR housing are often people with disposable income. These people attract economic activity to neighborhoods and encourage creation of businesses and therefore jobs. District 6, for instance, has very high levels of concentrated poverty (I suspect on purpose). As a result, D6 (where I live) has very few businesses (it had -27% tax growth last year, only D3 performed worse), infrastructural disinvestment, crime, and persistently blighted properties. The city is not pursuing a true equity strategy unless there is the recognition that equitably citing ALL types of housing throughout the city must be pursued. I want to see a focus on siting and encouraging development of a variety of housing (specifically market rate housing) in the Eastmont area (and not just next to Maxwell Park and Mills, but along the Foothill/Bancroft/MacArthur corridors as well).	housing
#003			0	0	Use this space to share your thoughts on how this plan will shape the future of our community.	--
#004	94618	7	20	0	Overall the vision is good but I would like to see much more detail in this section of the Plan that outlines priorities and goals for near, medium, and long term and strategies for accomplishing them. The city needs to be accountable to implementing this plan.	accountability
#005	94618	4	10	0	Table of contents for this section would make navigation a lot easier.	--
#006	94618	4	0	0	Can you spell this out what are these acronyms?	Content Readability
#007	94618	4	0	0	Can you spell this out what are these acronyms?	--
#008	94618	7	40	0	I fully support this vision to have a city of neighborhoods with the key elements you bulleted out. The city must invest in high quality parks and bike and pedestrian path safety. This city has so much potential to be bike and pedestrian friendly yet the numbers this plan states are very low 12% bike, 2% pedestrian to get around. In Lower Rockridge this is a big issue that is only getting worse with cut-through traffic. Look at models of cities like Portland, Barcelona, Minneapolis, Paris and others leading the way - let's join them!	active transportation
#009	94605	6	10	0	Please focus on siting dense housing for all income levels in PDAs. You are not going to be able to create thriving economies in these areas by continuing to pursue a policy of economic and racial segregation.	housing

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#010	94610	1	0	0	RE: Biodiversity, Native Plants. Given that urban environments are very different from the world in which plants evolved, and climate change causing species migration and serious heat island effects, 100% native (to where? Oakland? East Bay? The Bay? CA? Mexico?) may not be realistic depending on how its defined. Consider a minimum % native, and consider identifying a metric for biodiversity as well so we avoid monocultures.	native plants, climate resilience
#011	94618	1	10	0	Road diets and pedestrian connectivity are necessary to keep people, especially children, safe from getting hit by cars.	active transportation
#012	94606	2	20	10	Please specify multi-family affordable housing.	housing
#013	94607	3	0	0	7th STREET in West Oakland	Content Readability
#014			5	0	The City should mandate that all its green spaces and ornamental landscaping (park gardens, etc) be vegetated with Oakland's local native plant communities to provide habitat for wildlife like birds and to connect people with Oakland's unique natural communities that aren't found anywhere else. There's a lot of research showing that biodiversity itself is one of the main factors that makes access to nature so important to people's mental and physical health and wellbeing, and designing green spaces without natural biodiversity would keep the benefits of biodiversity exclusive to those who can afford to live near undeveloped areas.	green spaces
#015	94619	6	30	20	Please don't cut into existing roads to make bike lanes. Do not narrow lanes or remove turn lanes. Take the northwest corner of lake Merritt for example, the right turn lane was eliminated on a busy intersection, and the lane width was drastically reduced. Traffic has greatly increased, along with air pollution from cars sitting there. Everyone gets frustrated there and it's always congested. Vehicles and bicycles both used to have enough room.	transportation (street management)
#015	94602	4	10	10	I think the problem is not cutting into roads for bikes but how it has been done. It's not effective for bikes or cars. When one is driving, road infrastructure needs to be very clearly and quickly interpreted. Some of our bike lanes are mystifying. They aren't serving bicyclists well, either. We need to look at best designs used around the world and make accommodations that work for everyone.	transportation (street management)
#015	94619	6	10	10	Agreed, there are many proposed and actual changes that are poorly thought out. Such as upcoming closure of westbound I 80, instead of fixing the potholes and degraded parts of the freeway, they are taking the left lane and turning it into an hov lane. This doesn't reduce traffic, most of the traffic is from the ramp that goes towards Emeryville. People scoot to the left to cut in to the offramp. Removing the lane that people who aren't taking the ramp is only going to make things worse. Fix the huge potholes like you planned years ago before starting new poorly thought out projects. Fixing roads helps drivers and cyclists stay safe as both aren't swerving around trying to avoid them.	transportation (street management)
#016	94618	4	20	0	childcare	public amenities
#017	94609	1	40	10	Are there opportunities to make some streets in neighborhood centers 'permanent slow streets' or pedestrian/bicycle boulevards closed to vehicle traffic? Paris has done this quite successfully and seen a huge increase in bicycle use within the city.	transportation
#018	94608	3	0	0	Fight food deserts, encourage more supermarkets with healthy food.	mobility

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#019	94611	4	10	0	BY increasing the amount of housing available, cheaper and subsequently more affordable places will become available. Considerations for section 8 housing can be up to the developer. Research shows that distributed low income housing (ie a couple units within a larger apartment block) promote economic diversity rather than de facto segregating low income families into new blocks where they are removed from the economic vitality of the rest of a neighborhood or city.	housing
#020			3	0	I want to underscore the importance that the city of Oakland requires only native plant communities be used to vegetate public green spaces. Part of what makes Oakland Oakland is its incredibly unique biodiversity; we are a biodiversity hotspot within the biodiverse hotspot of California. Oakland public green spaces have an opportunity to support the local biodiversity by planting native. Not all green spaces are created equally -- the public, our pollinators, and our communities benefit far less from a green grass invasive lawn than a park filled with native plants.	native plants
#021	94602	2	20	0	Small businesses have a hell of a time making it in Oakland. Make it easier and let's fill the empty store fronts that already exist versus presenting this proposal as being business friendly.	vacant lots, businesses
#022	94610	1	0	0	Shade + Seating + Potable Water. Bring back all of these not only in parks or "nodes", but along our long stretches of streets where pedestrians are traveling potentially long distances. People of all abilities need breaks from walking and the heat. All of these things need to be accessible free of charge (not in business run patios, etc) to the person on the street.	active transportation
#023	94602	4	0	0	It will be key to improve safe access to Elmhurst. Procure safe parking, so that seniors may access the library, and safe, clean streets.	safety, inclusivity
#024	94602	4	40	0	Please do not neglect to include libraries as key amenities. Our neighborhood libraries are at the very heart of Oakland's neighborhoods. Improved facilities, building out and staffing Hoover-Durant and the upcoming Piedmont library, improving infrastructure at AAMLO and Main, and more, will be key to building up our town to serve future generations.	public amenities
#025	94618	1	0	0	San Pablo here needs to be considered, and zoned, as a Neighborhood Center, similar to how it is further down. It's a major transit corridor close to jobs.	neighborhood centers
#026			0	0	This proposed greenway crosses through some private backyards and properties, what strategies would the City use to make the greenway into a reality? Joint-use agreements?	transportation (greenways)
#027	94609	1	30	10	Is the MLK road diet a part of this general plan update? There's no reason this city street needs to be a three lane street in both directions!	transportation (street management)
#027	94619	6	0	10	MLK is easy for both vehicles and cyclists to get around on. Don't ruin it.	transportation (street management)
#027			1	0	MLK between 47th Street and 61st Street is not easy for cyclists to use! It is a nightmare with highway traffic coming in super fast and 3 lanes of traffic to cross, from the perspective of a pedestrian. Not sure how we make it any better since it is the key connection from this part of north Oakland to the freeway.	transportation (street management)
#028	94609	1	30	0	Thank you for proposing so many new greenways across all of Oakland! I am assuming the definition of a greenway is a place for bikes and pedestrians, without vehicle traffic. Can we also build a greenway to connect Oakland to the Ohlone Greenway that already exists in Berkeley?	transportation (regional connections), transportation (greenways),

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#029	94509	1	30	0	The area around Bushrod park should be considered a community 'center', as there is an actual community center there, a school, and a few businesses on the Shattuck and Telegraph sides of the park.	neighborhood centers
#029			1	0	It also has some key bus lines that connect the neighborhood to downtown Oakland and to Berkeley. Plus residents actually frequent all of the amenities in this area.	transportation (bus)
#030			2	0	Happy to see this as an innovation district, but it also has a bus that runs every 15 minutes into downtown SF and will have a bike path to SF in the future. This area should also allow high-density high-rise housing.	housing
#031	94607	3	0	0	I am writing to comment on the March 2026 Draft Land Use Framework, specifically the proposed 5.0 FAR for the Technology and Research zone along Mandela Parkway. I am concerned that an allowable height of 8 stories across from residential homes—specifically below 18th Street—will significantly impede solar access. For instance, at 17th and Mandela, an 8-story structure on the Chronicle site could cast shadows on our residential block until 11:30 AM during winter months. This appears to conflict with the city's broader goals for Environmental Justice (EJ-4) and maintaining healthy, walkable neighborhoods. I request that height limits below 18th Street be lowered or modified with stricter Solar Step-Backs to protect the solar rights of existing residents.	resident-focused, technology and research, housing, EJ communities
#032	94608	3	0	0	The Adeline/Grant crossing is forgotten. It is very close to the library and other civic buildings. At the same time, it is close to industrial buildings that could easily be reconverted to businesses, to turn this area in to a mini neighborhood center, a smaller version of Piedmont Ave.	neighborhood centers
#033	94607	3	0	0	Where is the 14th Street corridor that is home to the Black Arts Movement and Business District?	neighborhood centers
#034	94606	2	10	0	I like the BRT lane Eastward, there should be one westward and one northward too	transportation
#035			1	0	The 51st/Broadway/College intersection is listed as an area with significant high density development. The park sign appears to indicate that a park would be in the back towards the former quarry site. For a park to be successful and really serve the needs of those living in the lower rockridge / piedmont / temescal area, a significant park needs to be developed adjacent to Broadway, College and or 51st street. The green sign needs to be moved to signal the intent to create a park for the people and not a park buried behind new high density development.	green spaces
#036	94618	4	20	0	make parks park color? Hard to see downtown parks.	Content Readability
#037			1	0	Adams Point and other neighborhoods with direct access to Lake Merritt are the most desirable locations in the City and should be zoned for housing. Most of these neighborhoods have apartment buildings that would no be allowed to be built today. We should allow tall high-density housing in these neighborhoods so more Oaklanders can live next to the Lake.	housing
#038	94606	2	20	0	How is sea level rise being planned for with the lake?	climate resilience
#039	94606	2	50	0	What about daylighting any of the creeks to use as the basis for Greenway/park development. It also acts as natural buffers for flood management. Park Avenue Creek. 14th Ave Creek. Harrington Avenue Branch. Lots of culverted branches near Garfield Elementary (near a future San Antonio Bart station)	creek restoration

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#040	94606	2	20	0	Why no greenbelt to connect east of the lake to Glenview and the hills? I see lots of bikers using the road (with cars zooming past them on park, very dangerous!) Also, if families from Glenview/Diamond can get to the lake safely on bikes/ebikes everyone benefits	active transportation
#041	94611	3	0	0	Map is hard to read/locate. Needs clear street and key location labels.	Content Readability
#042	94618	1	10	0	It's great that this is planned as a major center. We need a BART station here and this is part of getting one.	transportation
#043	94606	2	10	0	The amount of fast moving car traffic in this area is absurd. There needs to be significant remapping of how traffic is managed in this area.	transportation (street management)
#044	94606	2	10	0	San Antonio Bart Station would be great. As a Brooklyn Basin resident, the bus to Lake Merritt is doable, but with the 30-minute bus headways, planning ahead is necessary and reduces the viability of car-free households in the area.	transportation (bus)
#045	94601	5	0	0	Traffic is terrible every day along Fruitvale Ave. Yet at times people also speed along it and surrounding streets, like 22nd Ave. Both improved transit and traffic calming are needed *before* attempting to develop this further into an economic center. The proposed greenway would be great but not everyone can bike. Also, many people will still have to walk along Fruitvale, and the cars make the air polluted.	transportation (street management)
#046	94621	6	0	0	Make maps interactive so that layers can be removed, making the map more legible for the average reader.	Content Readability
#046			0	0	It would also be helpful if it was possible to toggle between existing and proposed land use patterns	Content Readability
#047			0	0	We need to beef up public safety if this area is going to be a safe civic center. The horrific public degradation of women and girls must be uprooted from the Town's culture. The girls who are trafficked for sex work need public safety.	safety
#048	94601	5	0	0	Creek outlets should be restored to increase biodiversity.	creek restoration
#049	94705		20	0	Make sure to embrace and support a vibrant waterfront	land preservation
#050	94602	4	0	0	Berkeley Unified School District keeps school playgrounds open as neighborhood parks. If Oakland did this, it would dramatically increase options for play for Oakland children and families.	public amenities
#051			4	0	Some of the most rare and unique natural ecosystems that still exist in Oakland are located in the undeveloped lots in this area. These areas have extremely high value for biodiversity, contain species that are very rare locally (including at least one plant species, Erythranthe grandis, that is locally extinct everywhere in Oakland except here), and can help connect people with our unique natural ecosystem. These lots are currently zoned as "Vacant residential lots" and if they are developed we will lose the very last of our most unique natural habitats. There should be a moratorium on all new land development and all undeveloped lots should be re-zoned as publicly accessible natural areas.	vacant lots
#051	94619	6	20	0	Agreed, we don't need or want more development. Oakland is special compared to most other cities, part of that is our natural areas and diverse ecosystem that hasn't been killed by development yet. Plus many areas with vacant lots are in the high fire zone. It's difficult enough for people to evacuate with the limited roads in the hills, adding more people could result in tragedy. We need more native plants and natural areas.	native plants

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#051	94601	5	0	0	Yes, transit-oriented brownfield development, not greenfield development.	EJ communities
#052	94605	6	10	0	Please consider extending the Seminary Ave. greenway to the north of MacArthur Blvd. to connect to Mountain Blvd. Currently, the Millsmont and Eastmont Hills neighborhoods are cut off from accessing the High St greenway. In this plan, these neighborhoods are cut off from the Seminary Ave greenway which abruptly stops at MacArthur Ave. The stretch of Seminary Ave. adjacent to Mills College is notoriously dangerous for pedestrians and especially for AC transit users. A couple of years ago, a woman was knocked off by a speeding car. She was on the narrow (nonexistent) walkway while trying to get to the bus stop and her body was not found for close to a week because it had rolled into the steep embankment on the Mills College property.	transportation (greenways)
#053	94611	4	50	0	The Coliseum area should be developed with true vision for what could be - integrate the tidal habitat, housing, a neighborhood aesthetic, shopping/entertainment... Let's try hard to invent something Oaklandish, bold, and welcoming. Don't copy San Francisco around the Giants' stadium, but learn from their successes.	neighborhood centers
#053	94619	6	20	0	Agreed. We need more climate resilience protection, natural coastal areas and less toxic industries. If Oakland pushed for natural areas with a few amenities in the true spirit of Oakland it could be a wonderful addition to our city. climate resilience, a boardwalk to keep people out of the protected area, some shops and restaurants nearby, and a small neighborhood.. that's so much better than the industrial wasteland that our waterfront has become.	climate resilience, policies
#054			3	0	Sea Level and ground water rise will be especially impactful in the Coliseum area. We need to be thinking now how we are going to mitigate it. We should prioritize nature-based options as much as possible	climate resilience
#055	94619	6	20	0	I love the idea of adding greenways, but like skyline blvd and other out of the way areas in the high fire zone they might be used for dumping or homeless encampments. You need to make sure the city maintains the vegetation and keeps dumping and encampments out.	public amenities

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#056	94606	2	30	0	<p>I work in construction and would love that us tradespeople who need trucks to buy materials and transport tools, can be taken into consideration when designing urban planning. Bike lanes and public transport are awesome, however, we need to frequent businesses, park, and get to and from our work sites too. Telegraph Avenue is a nightmare to navigate now, causing many delivery people and those picking up from will call, to park in the center, turn only lane, as there is nowhere else to park. Traffic has also slowed down due to the bus stop, and back ups of the single file traffic.</p> <p>I understand why you are doing it, but we create wealth for the businesses in the city, and improve lives for many residents. We would love that our lives are taken into consideration too.</p> <p>Also, I live by the BART line/train line/freeway running along East 8th St. Big thumbs up for the new station at 14th Ave! Also, I know you are putting in a bike lane coming down East 10th st, but any chance that the whole road could be reconfigured to create more trees and planting to mitigate the particulate pollution streaming into our neighborhood?</p> <p>If East 8th could be 2 lanes each way with a buffer of trees/greenery, that would be splendid!</p> <p>Apart from that, dealing with the homelessness situation and illegal dumping would be a huge relief, maybe budgeting full time garbage trucks to deal with the issue, especially in troubled areas? Often piles start with a few bags, and once they are there, others continue until the pile becomes enormous. If the small piles could be grabbed on a regular basis, it would really help everyone's mental health!</p> <p>Thank you all! I love this City and hope great things for it's future.</p>	transportation (trucks), tree preservation
#057			0	0	If 98th Ave and San Leandro is designated as a neighborhood center should it not also be considered in long range plans for an infill BART station as well?	transportation
#058	94606	2	0	0	This would be great - there is tons of opportunity for dense housing. The area could hugely benefit from more foot traffic from the denser housing.	housing
#059	94607	3	0	0	Will these areas also include space for film production, including large sounds stages?	technology and research
#060	94602	4	0	0	It is important to plan for new and improved technology access at our local, free public libraries. Improved facilities facilities for job research, for citizenship preparation.	public amenities
#061			10	0	Can we discourage giant parking lots in these areas, please?	transportation (parking)
#061	94619	6	0	10	We don't want giant parking lots, but we also don't want to create a situation like downtown SF where there are too many people per block, creating lots of traffic and pollution, pushing parking into residential areas nearby so residents have a harder time.	transportation (parking)
#062			0	0	The proposed major centers seem pie in the sky, at this point. We need actual proposed strategies.	neighborhood centers

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#063			0	0	These technology areas sound like a great idea, but perhaps not along the shore of the bay, where other amenities may make for a more welcoming community with shared access. Also, This will require planning and city officials who are willing to reach out to industry leaders with incentives to invest in Oakland. Lower property taxess for first 20 Years? The "If you build it they will come" idea has resulted in empty storefronts all along Jack London Square.	technology and research
#064	94618	1	60	0	How are we assessing which companies will be here? Are they paying money for the land and development? Thinking about impact of Google's development in downtown San Jose and ensuring a downtown is not owned by a corporation	technology and research
#064	94607	3	20	0	Let's ensure that our policies aren't overly hostile to new entrants. While downtown San Jose may be a bit sterile, San Jose also has a tax base that allows for the city to deliver to its residents in a way that we could only dream of here in Oakland. We must encourage development in unused / underutilized parcels so as to bring economic vibrancy to communities like West Oakland that have long suffered from underinvestment and capital flight due to the racist zoning policies of the past.	vacant lots, policies
#065	94606	2	20	10	More reason for a BRT lane to West Oakland	transportation (bus)
#066	94606	5	0	0	In an economic downturn, could the T&R district at Coliseum BART have the unintended consequence of limiting all development, if no T&R-related industries are interested in this location? West Oakland along Mandela seems more likely to be attractive due to the location and existing restaurants and cafes there.	technology and research, policies
#067	94607	5	0	10	Please ensure that these "campus-style developments" don't overshadow single family homes! Literally, the height of any new developments should not cast shadows on single family homes and decrease their privacy and remove sunlight from their indoor and outdoor spaces.	technology and research, policies
#068	94608	1	22	0	What if these limitations are too strict, and no businesses want to move in?	technology and research
#068	94611	4	10	0	Agreed, the fewer restriction, the broader the appeal to a diversity of businesses.	technology and research, policies
#068	94607	3	30	0	I think the core restrictions must focus on pollution and any other negative side-effects to the major residential community nearby. West Oakland residents have long suffered the deleterious health effects of having heavy polluters in their community, and we must ensure that future development avoids these problems.	technology and research, climate resilience
#068	94619	6	0	0	All of Oakland suffers from the heavy polluters. Yes, the neighboring areas are hit the worst, but air and water pollution travels far and we need to protect one of the last green cities in the bay area.	climate resilience
#069	94608	1	0	0	What if these limitations are too strict, and no businesses want to move in?	technology and research
#070	94601	5	0	0	This size (along with height comes width) is completely out of character for most of these places. I suggest ensuring that proposed buildings are designed with sensitivity to their existing neighbors and are only as big as there's projected demand for. Like someone else commented, buildings should keep their historical facades if possible, and if not there should be an Oakland-inspired design language they should follow, like in Berkeley. No more boring glass buildings that could be anywhere in the world. Some shade is OK in our warming world, but keep it looking like Oakland - a city that's developed over 100+ years, not just this century.	housing (height limits)

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#071	94609	1	50	10	Tall buildings alone won't create vibrant corridors - we need policies to keep retail rents lower for small businesses, and de-incentivize landlords keeping retail spaces vacant for long periods of time. A vibrant neighborhood is one with full, locally-owned and active storefronts.	policies
#071	94619	6	10	10	Yes, fixing our existing problems by revitalizing what we have is the answer. We love our small neighborhoods, that's why we live in Oakland and not SF. We have trees, individual neighborhood personalities and walkable neighborhoods throughout Oakland already. Vacant storefronts and a lack of maintenance on our existing infrastructure are the issue.	vacant lots
#072	94618	1	50	10	Yes to this! Personally live within half mile to BART and it is great. Curious about ways to work with public transportation on noise pollution to improve life quality.	transportation
#073	94619	6	30	40	Many of these neighborhoods would lose their charm if high rises are allowed. Tall buildings should be limited to next to the freeway or in areas that already have tall buildings. Lake Merritt? San Pablo? Telegraph? etc. we don't want these neighborhoods to lose what makes them special. With tall buildings comes dirtier sidewalks and streets, more traffic, less available parking, less sunlight, obstructed views, and just a general non-oakland vibe. It would also ruin the sense of community, people don't look each other in the eye when walking as much in neighborhoods with high density and tall buildings.	policies
#073	94611	4	30	20	Central park is ringed by tall buildings, it does not impact the charm of central park. Additionally, several areas around the lake (for example) aren't charming neighborhoods. Rather there's an absence of vitality resulting in trash accumulation and unsafe behaviors. A middle ground such as asking developers to keep the facade of an original building would help maintain architectural characteristics.	housing (height limits)
#073	94619	6	0	0	This is Oakland, not new York City. We don't want to become a big city with high rises everywhere. The issues you raised regarding areas of lake Merritt stem from a lack of the city taking care of trash and illegal behaviors. Adding dark streets with tall buildings and less trees isn't going to help.	housing (height limits)
#073	94607	3	30	10	I'm not sure what clean streets in Oakland you're referring to, but our city needs to expand its tax base in order to provide the services (such as clean streets) that Oaklanders deserve. This can be in part achieved through high-density, transit oriented development, which also achieves the critical goal of addressing our housing crisis. This development should be done responsibly so as to ensure the streetscape is welcoming and human-scale (some of the newly developed areas in SOMA / Market are examples of this done poorly), but this is certainly possible with examples of vibrant, high rise communities in cities around the world.	housing (height limits)
#074	94621	6	0	0	Who/what agencies or departments are in charge of exploring these strategies? How and when will diverse EJ communities be engaged meaningfully about these issues?	EJ communities
#075			0	0	You cannot assume growth. What are the plans for this area at this point? Increased housing, work from home community? Cultural district?	accountability
#076	94618	1	20	0	What do you mean by 'allow time to prepare' - Can this be further specified?	housing

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#077	94619	6	0	0	International Boulevard has seen very little redevelopment resulting from the TOD planning as part of the International Boulevard BRT. vacant lots, and underutilized lot pepper the blvd, along with basic safety and enforcement of traffic law. I hope that this general plan provides enabling land uses that address these obstacles to invite private investment into the area, but incentives, not disincentives may be needed to jumpstart. I commend Oakland's work in anti-displacement, but we also do need growth to support our municipal services. I support the alternative plan for SB 79, we have plenty of places that could support this new growth, that can be more tailored.	vacant lots, displacement
#078	94606	5	50	10	The more specificity about how we will maintain greenways, and encampment policy enforcement related to greenways, the better. It would be a shame to develop this infrastructure just for it to be destroyed or encroached upon by tent cities and illegal dumping.	transportation (greenways)
#078	94606	2	20	0	The way to "manage encampments" is to house people.	housing
#078	94619	6	20	0	Yes, plus encampments and illegal dumping often lead to fires and other pollution. Many of these greenways are in the high fire risk zone or lead up to it	transportation (greenways)
#078	94607	3	10	0	While I agree that it would be a shame for greenways to be built and then fall into disrepair, let us please not base our long-term urban planning (that will be with us for decades) around immediate concerns that someone might sleep in the greenway. I firmly believe that Oakland, too, can "have nice things", and maintain an optimism that, in the long run, we will find an equitable pathway out of our current housing crisis.	transportation (greenways)
#078	94619	6	0	0	The issue is that Oakland has not maintained our existing infrastructure. The city keeps adding parcel taxes for maintenance and police and fire funding without following through on their responsibilities. This plan is overly ambitious, especially for a city with extremely high taxes that keeps saying it doesn't have the funds to maintain existing infrastructure.	transportation (greenways)
#079	94611	3	60	0	In addition to improving air quality, providing ped/bike connections and serving as noise and visual buffers adjacent to the many freeways that run through Oakland, developing greenways could also provide opportunities for job generation. Oakland could create tree planting, construction and maintenance/cleaning programs for low-income/homeless residents.	transportation (greenways)

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#080	94618	7	10	0	<p>This is great that you are highlighting the need for slow streets, bike infrastructure, and urban greening. With this growth coming, the city must plan to ensure traffic safety and commit to implementing meaningful treatments and greenways.</p> <p>the following key components be included in the Plan:</p> <p>1. First and Foremost, Reclassification of collector streets, as local streets. This allows OakDOT to have great control of speed limits and other traffic calming tools. Currently 11% of residential streets in the OakDOT bike network are classified as collector streets. We want all of these residential streets reclassified as local so that OakDOT can put effective traffic measures in place to meet the targets outlined in the 2021 Bike Route Implementation Guide[i]. For example, Colby, a residential street on the Bike Network, has up to 400 cars an hour at peak times[ii] and on average throughout the day over 3600 cars – far exceeding what is outlined in the plan. OakDOT needs to implement solutions that reduce traffic volume and address the issue of how map apps Your Navigation App Is Making Traffic Unmanageable Institute of Transportation Studies have impacted our streets that are not designed to manage this type of traffic.</p> <p>2. Create superblocks and slow neighborhoods. Oakland could be a leader and by creating Superblocks Superblock (Superilla) Barcelona—a city redefined. Public Realm . By being aggressive with implementing street closures and diverting traffic, the City could create more bicycle and foot traffic in areas with lots of restaurants and people, like in Europe. These closures would also provide third spaces for people to gather and socialize and relax in neighborhoods, further reducing crime.</p> <p>A Defining Opportunity for Oakland Oakland stands at a crossroads. Without bold action, the city risks worsening inequities, deepening climate impacts, and missing the opportunity to create a sustainable, connected future. By centering public transportation, an interconnected network of rapid transit corridors, car-free connections between the flats and the hills, and equitably distributed community hubs - the General Plan can deliver</p>	transportation (street management)
#081			4	0	<p>There are a number of undeveloped lots currently zoned as "vacant residential" land that contain the last living fragments of Oakland's most unique ecosystems. There should be a moratorium on all new land development, since these undeveloped natural areas are zoned for single-family residential housing and not the high-density affordable housing we actually need. These parcels should be re-zoned as protected natural areas and made accessible to the public, or set up kind of like the Presidio Trust where small high-density housings are created on a portion of the land, and the rent funds the ecological restoration and maintenance of the rest of the land as publicly accessible park space and high-quality natural habitat.</p>	vacant lots
#081	94619	6	20	0	<p>I agree with not developing the vacant lots, but most of these parcels are in the high fire zone where adding large amounts of people would affect evacuation times. There are not many ways out above the 13. The last evacuation had some people stuck for a long time on skyline because it happened when the school got out. If the fire was worse people would have died.</p>	vacant lots

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#082	94606	2	0	0	The corridor of 10th and 12th avenue should be similar to the greenway in El Ceritto. There is so much opportunity for a vibrant bike and walking path and slowing of traffic in that area and allowing people to travel in a green shaded and safe area. Also, to Saumitra's point, natives only.	transportation (greenways), native plants
#083	94609	1	20	0	Can these landscaped corridors be planted with 100% native plants?	native plants
#084			6	0	Greenways should be vegetated only with locally native plant communities. Oakland is one of the most biodiverse cities in California (possibly the most biodiverse cities anywhere on Earth) and we have native plant communities suitable for practically any environment, no matter how heavily modified. There is no reason to use any non-native plants in ornamental landscaping when native plants create habitat and other environmental benefits to an extent that non-native plants simply cannot. Oakland's ecology is unique and unlike that of any other place on Earth; we should not erase our natural biodiversity to make it look like generic ornamental landscaping. We already have numerous native plant nurseries locally that can supply locally native plants at lower prices than the wholesale nurseries the City currently gets its ornamental plants from.	transportation (greenways), native plants
#084	94619	6	30	0	Yes, and the invasive vegetation should be maintained. The city currently let's invasive weeds grow to the point of maturing seeds before cutting too late in the season. Spring maintenance with a little clean up later in the season could help our native plants thrive. We don't want to sacrifice our biodiversity for development.	native plants, maintenance, climate resilience
#084	94619	6	0	0	To the commenters, the General Plan won't get into that kind of detail as I understand it, but totally agree with your points, I would like to see Oakland develop a plant species list as a follow on to the general plan to provide prototypical solutions for greenways. The city can learn from best practices and think through what works here, but we need to allocate resources to do so.	transportation (greenways), native plants
#085	94606	2	50	0	Newly created parks should have an emphasis on native-to-oakland species to support local biodiversity	native plants, climate resilience
#086	94606	2	70	0	Please ensure that greenways are planted only with native plants.	native plants
#087	94607	5	0	0	What are the boundaries for 1/4 mile and 1/2 mile? Please list the street names.	Content Readability
#088	94621	6	0	0	Greenways currently exist in Oakland. Who and how frequently will new and existing greenways be maintained?	transportation (greenways), maintenance
#088	94621	6	0	0	Additionally, will there be a permanent financing stream to prevent greenways from falling into disrepair?	transportation (greenways)
#088			0	0	One idea is through enhanced infrastructure financing districts. The city needs to prioritize funding to support community stewardship (workforce development) programs, park rangers, community ambassadors and similar approaches.	funding

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#089	94618	7	20	0	<p>This is great that you are highlighting the need for slow streets, bike infrastructure, and urban greening. With this growth coming, the city must plan to ensure traffic safety and commit to implementing meaningful treatments and greenways.</p> <p>urges the following key components be included in the Preferred Plan:</p> <ol style="list-style-type: none"> 1. First and Foremost, Reclassification of collector streets, as local streets. This allows OakDOT to have great control of speed limits and other traffic calming tools. Currently 11% of residential streets in the OakDOT bike network are classified as collector streets. We want all of these residential streets reclassified as local so that OakDOT can put effective traffic measures in place to meet the targets outlined in the 2021 Bike Route Implementation Guide[i]. For example, Colby, a residential street on the Bike Network, has up to 400 cars an hour at peak times[ii] and on average throughout the day over 3600 cars – far exceeding what is outlined in the plan. OakDOT needs to implement solutions that reduce traffic volume and address the issue of how map apps Your Navigation App Is Making Traffic Unmanageable Institute of Transportation Studies have impacted our streets that are not designed to manage this type of traffic. 2. Greenways and bike network across the city, connecting neighborhoods. The Oakland Bike and Pedestrian Advisory Commission (BPAC), supports and is advocating for greenways and a connected network of protected multi-use paths. This would be both for place-making and making up for Oakland's lack of parks in the flatlands, as well as serving as part of the wider network 3. Create superblocks and slow neighborhoods. Oakland could be a leader and by creating Superblocks Superblock (Superilla) Barcelona—a city redefined. Public Realm . By being aggressive with implementing street closures and diverting traffic, the City could create more bicycle and foot traffic in areas with lots of restaurants and people, like in Europe. These closures would also provide third spaces for people to gather and socialize and relax in neighborhoods, further reducing crime. <p>A Defining Opportunity for Oakland Oakland stands at a crossroads. Without bold action, the city risks worsening inequities, deepening</p>	<p>transportation (greenways), transportation (street management)</p>
#089	94611	4	10	0	<p>Continuing to invest in transit infrastructure goes hand in hand with density investment. More people to ride buses. Evaluating which stops are the most vital and removing others can help transit speeds, allowing people to move across the city faster.</p>	<p>transportation (bus)</p>
#089	94619	6	0	0	<p>Many Oakland residents live in areas without public transportation. We also have people who are older and may not be able to take the bus and walk with all their groceries. Forcing vehicles out is not the answer. We need to fix our current infrastructure including roads to make things safer. If we didn't have potholes everywhere it would be safer for everyone. Fixing issues with public transportation needs to come before making roads hostile to vehicles.</p>	<p>transportation (street management)</p>

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#089	94601	5	0	0	No potholes would be nice but everything costs money and we have to prioritize. Fixing potholes doesn't make it that much safer for cyclists or pedestrians. I've hit my share of potholes as a driver and cyclist, and I have a friend who twisted her ankle falling into an unmarked hole (thanks Oakland) but unsafe street design is a worse problem for me as a cyclist. The city should analyze where to place its dollars to equitably serve people taking all transportation modes and work toward our goals, which do include helping more people feel safe biking and walking.	transportation, inclusivity
#090	94619	6	20	40	We don't want slow streets. Look what they've done in San Francisco. They don't warrant the little use they get, while clogging infrastructure and movement around the city. One of the things that makes Oakland great is the ability to get from one place to another quickly. Cars and pedestrians can share like they always have. Slow streets also hurt businesses that are on them.	transportation (street management)
#090	94607	3	20	10	When I go to slow streets in San Francisco, I see children riding bikes, neighbors walking their dogs, and communities coming together. In contrast, my neighbors and I are genuinely afraid when crossing the intersections in our residential neighborhood of West Oakland given the insane speeds, ~weekly accidents, and a number of fatalities in just the past few years. Cars and pedestrians "sharing like they always have" means isolating neighbors, and, frankly, people dying. I would gladly add a few minutes to my commute for a safer, more walkable community.	transportation (street management)
#090	94619	6	0	0	Most slow streets in SF are underused after the initial use during the pandemic. It pushes traffic into surrounding areas creating clogs. Speeding and distracted driving would be better addressed by having police stationed around to give tickets like they used to. The problem isn't removing cars from the roads, but the fact that nothing happens to speeders, red light runners (bikes are also supposed to follow road rules by the way) and people looking at their phones while walking and driving.	transportation (street management)
#090	94601	5	0	0	Maybe the slow streets need to be chosen carefully but they can definitely work. When I lived in SF I used the Lake St one to bike commute and it was fantastic. Having that big of a car-free space to bike in helped reduce my asthma symptoms compared to biking on regular streets. There were also many people walking and teaching their kids to bike, and it built community. There are also streets that are partially slowed like in Albany, with bollards on the entrance of one way. Oakland can study which type would be best for each street.	transportation (street management)
#091			6	0	Green parkways should be native plant habitats.	native plants
#091	94619	6	30	0	Yes, native plants should be a priority in these areas. That also means that the city needs to keep the vegetation maintained so invasive plants aren't allowed to set seed like they have in the median on skyline blvd and along other roadsides. The city tends to wait until all the invasive have seeded which lets them overtake the native perennials.	native plants, maintenance
#092	94609	1	10	10	Yes to more slow streets! And more vehicle-free boulevards for safe pedestrian and bicycle use!	transportation (street management)

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#092	94619	6	0	0	Safe pedestrian and cycling routes can be had by increasing police to ticket speeders and other unsafe drivers. We used to have police around, now they're too busy to even respond to emergencies, besides ticketing poor drivers and catching masked criminals. Slow streets are not the answer and are also not wanted.	active transportation
#093	94619	6	20	0	Greenways and corridors are a much better use of taxpayer dollars than narrowing main roads and closing off existing streets. Roads are for everyone. Don't forget to keep the vegetation maintained.	transportation (greenways), maintenance
#094	94611	4	30	0	Mixed coastal development (parks, businesses, commercial) allow for thriving recreational areas. Being able to eat at a cafe by a park and then go for a run along the coast is a better holistic picture of a recreational area than giant parking areas next to small trails and footpaths with minimal access to food or bathrooms. A more developed natural area actually makes nature more accessible to a range of people, not just 'hikers'.	green spaces, transportation
#095	94608	1	44	0	This should include strategies to mitigate littering and illegal dumping.	maintenance
#096	94619	6	60	0	Additional shoreline access and recreation areas would be great. We have such a beautiful bay next to us, but it's lined with industry and should be protected natural areas instead.	industrial areas, climate resilience
#097	94621	6	10	0	How is the city differentiating between "Community Mixed Use" and "Transit-Oriented Mixed Use" when auto-related businesses include some of the same hazards presented in the "Transit-Oriented Mixed Use" category? Car washes, oil change, service-gas station hybrid, and repair/auto body shops still pose health risks to workers and neighboring community members from chemical exposure (including fuel), volatile organic chemicals (VOCs), heavy metals, carbon monoxide, and silica dust. What enforceable precautions would the city and its government partners implement to make residents, students, customers, and employees safe in these new lower tier mixed use sites?	policies
#097			0	0	Transit-oriented mixed use buildings typically don't have auto-related businesses because the point of transit-oriented development is to put higher-density housing and jobs near transit connections. Auto-related businesses inherently need more square footage and parking space that these types of buildings just don't have	housing
#098	94618	4	20	0	Mixed use should also mean meeting the needs of mixed-ages and generations. Meaning. Mixed use neighborhoods should have something for all ages.	inclusivity
#099	94618	4	50	0	Mixed Housing should also means a mix of unit sizes within multi-unit buildings. Historically there were too many multi-unit buildings that did not allow individuals to grow their household in place (move to larger unit in the same building). For example, all studios or 1 bedrooms. This pattern is destabilizing for families and communities.	housing
#099	94619	6	0	0	City of Pasadena just adopted a family housing policy requirement as part of its specific plan processes / 3 beds. But this should apply to select areas, and perhaps as a tradeoff.	policies
#100	94606	2	10	0	We need to strive for 30% tree coverage as soon as possible and get ahead of climate change. We must create better opportunities for curb cuts and rain gardens that allow ecology to thrive in our urban environments.	tree preservation, climate resilience

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#101	94602	2	10	0	The undeveloped parcels should be protected as public accessible green spaces with focus on supporting the native plants and supportive ecosystems that nurture their survival. Let's improve the urban parts of Oakland that have already been developed. Why are we spending more money on areas saying they'll fill a need when we're have so many areas that are in disrepair, neglected and or unsafe?	vacant lots, green spaces, funding
#101			0	0	Not all parcels that appear as "undeveloped" are that, some are lots that have had buildings fall into disrepair, burned down, used for parking and have overgrown weeds and vegetation, etc. I believe that parcels that have had previous development or uses on them should be the first to be redeveloped, also called "infill development" which can have protect the parcels with actual ecosystems and habitats.	vacant lots
#102	94606	2	10	0	Prioritize affordable housing.	housing
#103	94607	3	20	0	+1 on both the planting *and* the maintenance. My community in West Oakland certainly fits the bill of high pollution and decades of environmental injustice, however, many of my neighbors are apprehensive about new greenery due to a history of poor maintenance by the city. The solution here is absolutely not to avoid tree planting – please, we need it sorely – but to demonstrate to the community that the city, perhaps in partnership with local stakeholders, can be responsible stewards of such resources.	tree preservation, maintenance
#104	94606	2	10	0	Prioritize affordable housing.	housing
#104	94607	3	60	0	I think we need to prioritize a diversity of housing that can actually get built. We should strive for mixed income communities that provide housing to everyone that needs it, while ensuring a tax base that ensures that the city and schools can deliver for their community. While designated affordable housing units are a crucial component of these goals, I've too often seen a strict adherence to 100% affordable housing lead to expensive, delayed, and even cancelled projects, which reduces the housing stock and drives up prices for everyone.	housing
#105	94619	6	20	40	Higher density buildings should be limited to areas that already have tall buildings. We are Oakland, it's nice here. Don't ruin it by becoming too dense, especially by spreading tall buildings out everywhere.	housing
#105	94609	1	40	0	Every neighborhood should do it's part - we need more housing in commercial and transit hubs across Oakland, not just in neighborhoods that historically have been displaced to 'protect' more wealthy neighborhoods from higher density.	housing, displacement
#106	94607	5	0	0	Affordable housing must truly be affordable. Requiring an occupant to earn 3x the rent or require 3x security deposit or 800 credit score is an "invisible" way to exclude many, many people, including teachers, civil employees, local government employees.	housing
#107	94606	2	10	0	How much neighborhood control/accountability are you structuring into lease agreements and zoning permits?	policies
#108	94606	2	20	0	How much neighborhood control/accountability are you structuring into lease agreements and zoning permits?	accountability

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#109	94619	6	20	10	Please remove the toxic heavy industry from Oakland. Remember the recycling plant or metal scrap yard fires a couple years ago? It's not just the neighborhoods right next to these facilities that suffer, all of Oakland including in the regional parks at the top of the hill were engulfed in toxic fumes.	industrial areas
#109	94611	4	10	0	Industry in Oakland continues to provide job opportunities to many people. A better compromise would be to enforce externalities, not ban industry.	industrial areas
#110	94621	6	40	0	What businesses are included in this new "Green, Low-impact industry" category? How will this category provide a safety buffer for community members rather than creating new hazards in communities already facing the cumulative impacts of industry?	industrial areas
#111	94608	1	22	0	This stretch of San Pablo can support additional housing density and retail, but it will rely on developing multiple vacant properties owned by the same Ashram. It's essential that zoning favor new businesses here that actually serve the local neighborhood instead of ventures like warehouses for autonomous vehicle deliveries (as some have proposed).	housing, businesses, vacant lots
#112			0	0	allowing higher-density residential or mixed use along Stanford and this part of Market would support the newly realigned bus lines in this area that connect residents to downtown and to Berkeley.	housing
#113	94608	1	11	0	A park here would be great! This area is currently split between light industrial and artist spaces. Ideally the neighborhood would support artists with live/work space and replace the light industrial with small businesses that provide services for the surrounding community.	green spaces, businesses, arts and culture
#114			0	0	Why are we not surrounding the park with full mixed-use residential uses? Oakland should activate this area by allowing 6-10 stories of mixed-use housing to help activate the community and bring more people to live in West Oakland. More people could live in this area with the close proximity to Bart and 880.	green spaces, mixed-use
#115	94608	3	0	0	This area of west Oakland is lacking parks	green spaces
#116			1	0	Why not allow more mixed-use residential here? The parcels are prime for this location and would help create a commercial corridor for the local community. The community extremely lacks neighborhood serving uses and they are much needed here.	mixed-use
#117			0	0	Why is mixed-use residential not the primary land use all the way up Mandela? You could walk to Bart and it would help with infill housing and help activate the community.	housing, mixed-use
#118	94607	5	0	10	Any housing that overshadows (blocks the sun and the privacy) of residential homes in this area is unjust!	housing
#119	94608	3	0	0	This area is close to the library, a park and easily convertible into businesses. Don't miss a major opportunity for an urban commercial hub at this important crossing.	neighborhood centers
#120			0	0	This shopping area should allow high-density housing as much as, if not more, than the max density in the Urban Residential designation. It is one of the only large vacant lots in this high-resource neighborhood so residential density should be maximized here!	housing, vacant lots
#121			0	0	Does a private county club really count as "Urban Park and Open Space?"	green spaces
#121			0	0	the land use designation should mention that it includes public and private open spaces	green spaces
#121			0	0	but also this is the cemetery...	green spaces

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#122			1	0	Similarly, and in connection to other comments, high density development should be coupled with a meaningful park that and transit / traffic considerations around this area. Oakland Tech students, seniors in lower rockridge and families in Temescal will benefit from a park in addition to housing that is open to all and that is accessible from Broadway.	green spaces, housing
#123			2	0	All of Adams Point should be Urban Residential - High.	housing (density)
#124	94611	3	10	0	Improve graphic legibility	Content Readability
#125			1	0	Support for high-density mixed use affordable housing in the lakeshore area!	affordable housing
#126	94618	1	20	0	Trestle Glen, Cleveland Heights, and these nearby neighborhoods are wealthy and should be upzoned to a higher density than this. There are poorer neighborhoods to the east with higher proposed density.	housing (density)
#126	94606	2	0	0	Absolutely agreed!	housing (density)
#127			0	0	Potential parks in this area would be quickly overwhelmed with trash and encampments, as are existing parks nearby. Also, reconsider the wisdom of situating a park nearby a railway. Oakland has an industrial harbor and freight trains. This is not a smart place for kids to play.	green spaces, maintenance, industrial areas
#128			1	0	Increase density (and require mixed-use buildings) along 14th Avenue next to Highland Hospital to accommodate the significant job growth projected at the hospital in the future (as an example, hospital employees currently have nowhere to walk for lunch)	housing (density), mixed-use
#129	94602	4	0	0	Every neighborhood in Oakland should have at least one park that people can safely walk to, even if it is small. The area between Lincoln and 35th east of MacArthur is a good example of a neighborhood that HAD vacant lots that could have been turned into wonderfully accessible tot lots, basketball courts, and other types of parks, but they were turned into single-family homes instead. Parks build community. If we can't build more parks, work with OUSD to open schools as community parks. Kids deserve places to play.	green spaces, safety, vacant lots
#130			3	1	There should be no new housings in the "hillside residential" zoned areas. The undeveloped parcels in these areas contain some of the last natural ecosystems in Oakland and should be protected and re-zoned as publicly accessible parks, not destroyed for luxury housing that will house very few, very wealthy people. There are a lot of people with wealth (especially from the tech industry) who would enter Oakland and cause gentrification if the City suddenly has more housing that only they can afford. There are a lot of existing Oakland residents (including lower-income residents) who would lose practically all of the benefits that natural areas provide, including decreased local temperatures, decreased air pollution, decreased noise pollution, and the mental health benefits that come with high local bird populations that currently exist in these places. All of those benefits would be destroyed for the sake of housing a few super-rich people who don't even live in Oakland yet. Plus, these areas are in high fire-risk zones, and increasing the number of people and amount of infrastructure in these zones puts more people and property at risk, increases cost of disaster mitigation and response, and slows evacuation times.	housing, vacant lots, green spaces
#131	94606	2	0	0	The area immediately around San Antonio station could be converted into an excellent park. This should be anticipated prior to the station landing and merge into the greenway that runs under Bart and 10th Avenue. There is a huge opportunity.	green spaces, transportation (greenways)

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#132			0	0	What is the plan for the old Holy Names campus? It should not be turned into a housing tract. Its natural character should be preserved and made accessible.	land preservation
#133	94619	6	0	0	wondering why more of High Street isn't upzoned, many of these apartment buildings have soft story and are >50 years old. They provide affordable housing today, but they are falling into disrepair. High Street needs a corridor plan - it also as you all know - has very wierd sidewalks and sewer issues.	affordable housing, maintenance
#134			4	0	Many of the undeveloped parcels in this neighborhood contain the last fragments of the most rare and threatened habitats in Oakland, including some of the most rare and endangered plant species on Earth, like the Tiburon buckwheat and the Presidio clarkia. All undeveloped parcels should be re-zoned as publicly accessible nature parks so they're not lost forever and can instead be revered by generations of Oakland residents in the future. Building low-density, single-family housing on our last remaining natural habitats will only create housing for a small number of very wealthy people at the expense of everyone who will lose the ability to see and interact with the living things that have been here for millions of years. We should not allow our last remaining natural habitats to be lost like the giant redwoods, abundant salmon runs, and painted hillsides of wildflowers Oakland had until very recently.	vacant lots, green spaces
#135	94621	6	0	0	Make maps interactive so that readers can remove layers to make map more legible.	Content Readability
#136	94605	6	0	0	The Liberation Park/redevelopment of Eastmont Town Center needs to have involvement from both the business community and the city, not just a nonprofit that is trying to generate a new income stream by becoming a landlord for poor people. This project needs a more diverse mix of housing to appeal to multiple income types.	housing
#137			1	0	Is this compliant with SB79? Won't all these areas within the BRT line need to be 100 or 80 du/ac?	housing
#138			0	0	please ensure changes in density are accompanied by changes in height restrictions.	housing (density)

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#139	94618	1	0	0	There is no need for three missing middle types. Consolidate them to one, and increase the density far above 60 du/acre. At the minimum, we should at least match Berkeley's 70 du/acre for missing middle. Ideally, we shouldn't use du/acre at all to govern land use.	housing (density)
#140	94608	3	0	0	What do these different mix house options look like? It would help to have a graphic idea of density.	Content Readability, housing
#141			0	0	Many of the land use designations for urban parks and open space are over private-owned land that is zoned for medium density residential. Areas such as Mt View cemetery are valued as quasi-public open space areas and (though not likely to change uses) the zoning should reflect this character and not allow residential. There can be a functional open space zone that supports intent for public enjoyment of such areas as well as eco-habitat conservation.	green spaces
#142			1	0	There should be more "urban park and open space" and "resource conservation" areas within the developed parts of Oakland where most people (including middle- and low-income residents) already live. It's not fair that the vast majority of natural areas are most accessible to the wealthiest residents. Lots of "empty" areas within the built environment (roadsides, highway right-of-ways, curb strips, tree wells, medians, sprawling parking lots, and commercial landscaping) could easily be turned into resource conservation areas by vegetating them with our locally native plant communities.	green spaces, native plants
#143			1	0	I would recommend to have the Hillside Residential areas have designation from 5dwelling units/acre across all hillside land to → Change to 10–20 du/ac on parcels with adequate fire access, with a tiered density schedule in the Land Use and Transportation Element. The hills can support greater density, provided they follow building codes to be fire-resistant.	housing (density)
#144			1	0	ALL remaining undeveloped parcels should be re-zoned as urban parks and open space for public access to nature. Currently, the majority of natural habitats left in Oakland are zoned for low-density luxury housing that will attract wealthy outsiders and permanently eliminate the last natural areas that could (and should) be accessible to all of us.	green spaces
#145	94602	4	0	0	We would benefit from having another map showing what has changed, whether land use designation and/or designation density/intensity. It's difficult to evaluate the map without that information.	Content Readability
#145			0	0	agreed, even if the land use designation names and allowed densities are changing, not all parcels in the city are going to have an actual change	housing (density)
#146	94602	4	0	0	How do the Mixed Housing - low, medium, high - relate to the existing allowed densities and mix of housing types? I general support a broader diversity of housing types in SFD n'hoods but these are applied across pretty large areas of the city. How well do the densities match the desired housing types? Would a better way be to denote number of allowed units per parcel rather than a gross density in some of these areas? Again, I very supportive of reflecting and diversifying housing types in these n'hoods	mixed-use, housing (density)
#147			0	0	why are the parcels at the intersection just NMU? They should be CMU to take advantage of the majority landowner in the area (the ashram) and the church's big surface level parking lot	mixed-use

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#148			0	0	why not allow some mixed use or live/work housing to the east side of Mandela Parkway? there are so many existing residential areas here	mixed-use
#149			0	0	the RU-H should be a mixed use designation at the same density. why not take advantage of it being a high resource area with access to so many amenities and add more affordable housing to this neighborhood?	housing (density), affordable housing
#150			0	0	There are so many large parcels going up Mandela that should have a land use that allows for large mixed-use residential projects. This area is easily walkable to Bart and a perfect area for infill housing at 100-200 units an acre.	housing (density)
#151			0	0	Adams Point and areas around the Lake should be red in this map and allow high-density housing of at least 220 units per acre. This is where people want to live, so the City should make that possible.	housing (density)
#152			0	0	why is this the only place that is suited for HBX? would it apply to some areas of west Oakland in the future?	housing (density)
#153			0	0	High density housing built here will need to have tidal flooding built into the plans. Sea Level rise will make them quite vulnerable. Are there plans to have natural methods in addition to built methods to accommodate the water incursion?	climate resilience
#154	94606	2	0	0	The 1/4 mile and 1/2 mile dashed lines were not included here as they were in all other slides, can you please include them?	Content Readability
#155			5	0	I would recommend having high-resource locations to have higher density, compared to low-resourced locations that still get those designations. For example, Rockridge, Montclair, Piedmont Ave gets NMU designation at lower densities → Redesignate some areas to CMU Rockridge to CMU at 100–125 du/ac (even better, TMU at 125–170 du/ac) Piedmont Ave to CMU at 100–125 du/ac; Montclair to CMU at least 80–90 du/ac. Laurel to CMU Diamond to CMU	housing (density)
#155			3	0	No high-resource center should have lower density than any new center in an underinvested area.	housing (density)
#156	94606	2	10	0	I highly agree with the commenter that suggested the following: Rockridge to CMU at 100–125 du/ac (even better, TMU at 125–170 du/ac) Piedmont Ave to CMU at 100–125 du/ac; Montclair to CMU at least 80–90 du/ac. Laurel to CMU Diamond to CMU Several of these areas have high transit scores and can support much higher density than has been suggested. The City should upzone these areas more aggressively and reduce the highly foreseeable barriers to building (NIMBY opposition). These areas have successfully fought back against development for years; therefore, reducing the subjective ability to deny a permit there would result in actual housing production.	housing (density)
#157	94611	3	20	0	Is this existing or proposed land use density? Clarify map title, labels and legends	Content Readability

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#157	94621	6	10	0	Agreed, additionally it would be helpful to have interactive maps/figures where you can zoom into neighborhoods, remove zoning labels, etc. Having neighborhood names would be helpful for navigating the map (present version and future interactive version). Additionally, a video explaining complex maps would be helpful.	Content Readability
#158			0	0	these three shades of red are very difficult to differentiate when parcels of these colors are next to each other on the map, please improve in future versions of this graphic	Content Readability
#159	94608	1	33	0	Will the Plan consider policy levers to encourage development, or is that beyond the scope of this and the Specific Plan? Construction costs are so high that landlords often prefer to leave lots vacant than develop them, or to develop other properties in cities with lax requirements. Could a commercial vacancy tax be considered?	vacant lots, policies
#160			2	0	We can aim even higher in the central business district and in the upzoned areas around BART stations. Oakland's population density is currently less than half of San Francisco. More housing will mean more customers for small businesses and in an era of hybrid and remote work, creating cool mixed-use neighborhoods with high residential density is a strategic investment.	housing
#161			2	0	We can do better in downtown and the upzoned areas around BART stations. Oakland is less than half as dense as San Francisco.	housing
#162			2	0	All new units should be built in areas that are already developed to increase density. More sprawl by building low-density, high-income housing in natural habitats only benefits developers and the wealthy while exacerbating gentrification and permanently eliminating access to nature for everyone else.	housing
#163	94606	2	10	30	Market rate housing sits empty, creates the need for more affordable housing, and generally harms the city. Housing should be a human right, not a way for greedy developers to profit off of our labor.	housing
#164	94607	3	0	0	Oakland's Art and Culture sector is one of the fastest growing and is not listed here. The Jobs First Initiative by the governors office has also stated this is a sector that should be prioritized for support and growth and helps the diversification of Oakland's job sectors.	arts and culture, workforce
#165			0	0	Finally, the plan considers manufacturing. Oakland could once again be a manufacturing power house, with good jobs for local residents. Why not spend more time exploring this idea? There is an actual car manufacturing plant nearby. Why could not Oakland offer spaces for component manufacturing? Green technology includes industrial parks.	workforce
#166			0	0	I see absolutely no evidence to support this projection. Just the opposite. Most companies are still telecommuting.	workforce
#167	94605	6	0	0	Why is the ratio of new jobs to new housing units so lopsided in this area? The Eastmont area needs more productive businesses like grocery stores, cafes, bars, and other businesses that will create vibrancy and foot traffic. We need fewer auto body shops, gas stations, convenience/liquor stores, and storage lots. It is more costly for low-income residents to live here than downtown, because they have to spend money commuting for all of their basic needs, as well as to get to their jobs (because, again, we have so few businesses here).	workforce, housing, businesses

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#168			0	0	Where are the plans for new library buildings with increased services available for these residents? Would not sensible planning for excellent public facilities be warranted? Please do not fall behind the 8-ball. We already could use a new public building to house the Fruitvale Area Library.	public amenities
#169	94606	2	0	0	Little saigon and international could foster so much more if the crime and trafficking was handled. The city is losing tax revenue because of crime driving people and business away must be controlled. Not to mention there are people who have lived her for decades that have had to deal with the city letting this crime go unchecked.	safety, accountability
#170	94619	6	10	10	We like it like that. We don't want tall buildings outside of the downtown area.	housing
#170			0	0	Disagree, many of our street corridors can accommodate taller buildings, one of the key factors that affordable housing developers use to make those projects pencil	housing
#171	94619	6	10	0	Heavy industry should not be next to our estuaries. Please do not let more polluters into the Oakland area. There's keeping the bay and our climate resilience clean, but also the wind usually blows from that direction and the entire city is downwind from these polluting industries. Protect our natural areas.	industrial areas, climate resilience
#172			0	0	Do these land use strategies contribute to a more equitable and connected city, where neighborhoods have what they need to thrive?	--
#173	94618	4	10	0	Why not at least include names used by the community?	neighborhood centers
#174	94618	4	10	0	Can you define neighborhood center?	neighborhood centers
#175			1	0	Do not assume "raise zoning allowances & development will come" is true. There are many barriers to development beyond zoning & building code reform. Policymakers need to remain actively engaged in implementing general plan recommendations, experiment with further policies to foster development, such as and including creating an effective redevelopment agency (process) & public lands policy.	policies
#176	94619	6	10	30	Any neighborhood north of the 13 should not have any density added due to being in the high fire zone. Besides the wildfire risk, people need to be able to evacuate quickly which is difficult sometimes in the areas higher up the hills. Work on fixing our existing neighborhood features, many apartments are empty, storefronts are empty, our streets are filled with potholes and are not getting repaired...	housing, transportation (street management), vacant lots
#176	94611	4	10	0	By adding more houses, it reduces fire risk because of the water systems and fire-retardant materials in buildings. More houses actually makes areas safer. Areas north of 13 are becoming increasingly financially stagnant and over priced. Increasing the number of people who live here not only makes the region more affordable to new comers, but structurally makes it safer and more economically vibrant.	housing
#177	94605	6	30	0	Would love to know more about supporting existing neighborhood centers. When I think about my local one (Seminary/Foothill), it is mostly empty storefronts.	neighborhood centers, vacant lots, businesses

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#177	94611	4	30	0	I think that by allowing more residential development, there will be more people in neighborhoods to come to those businesses. My neighborhood has this problem as well. It is difficult to get people to be ok with putting in more apartments or multiunit houses. But without them, we simply don't have the foottraffic to support our stores.	businesses, housing (density)
#178			0	0	agree with this proposed center! already has some businesses and could benefit from some more residential density	neighborhood centers
#179	94509	1	10	0	Neighborhood center around Bushrod Park	neighborhood centers
#180			1	0	Where is the proposed neighborhood center in Prescott? Ideal area to have one with a mix of different uses. One is just starting to form with the addition of the food hall and incoming retail.	neighborhood centers
#180			1	0	Staff: please take a site visit to 18th and Peralta to take a look at the community/retail corridor beginning to take shape. This is desperately needed here and should start with the appropriate neighborhood center land use designation.	neighborhood centers
#181			1	0	The corridor on MLK near MacArthur Bart should be a proposed neighborhood center.	neighborhood centers
#181			1	0	agree, there are neighborhood serving shops and services in this area	neighborhood centers
#182	94608	3	0	0	The N/S axis on Adeline at the Crossing with Grand is a better fit for a neighborhood center. There are many oportunities of redevelopment within the industrial parcels there, where currently there is only surface parking. A proper street corridor with reduced or no setbacks can create a more urban experience and provide neighbors with necessary businesses, stores. Also, it is very close to the library and other civic buildings.	neighborhood centers, industrial areas
#183	94607	3	0	0	Again, the 14th Street corridor is missing	Content Readability
#184			0	0	it's not clear to me how this triangle area has BRT? Franklin does not have any bus only lanes	Content Readability
#185	94611	3	0	0	Unclear graphic. Add legible street and neighborhood center labels.	Content Readability
#185			0	0	agree, add more street names	Content Readability
#186			1	0	Glenview along Park boulevard should be added as a "neighborhood center."	neighborhood centers
#187	94606	2	0	0	It is impressive this community has survived through the decades of sex trafficking. It exists as a community center in spite of that struggle. Overcoming trafficking is not mentioned in this document but it should - investment in the area is needed for that to happen. For the area to be the best community center it can, the problem of trafficking needs to be addressed.	safety
#188	94621	6	0	0	Having neighborhood names within or beside the neighborhood center would be helpful for more easily navigating this complex figure.	Content Readability
#188			0	0	Also consider adding a simple table or key with the neighborhood names if there are policies or strategies that are applicable to specific centers	Content Readability
#189	94605	6	0	0	This neighborhood center (as well as the Macarthur Corridor from Seminary to 73rd) needs to include more than just low and very low income housing. Otherwise, you are just trapping poor people in an area with no economic activity and continued disinvestment.	housing, neighborhood centers
#190	94606	2	0	0	No proposed Bart stop here?	transportation (regional connections)
#191	94607	3	0	0	This should be a top priority as young people have nowhere to go outside of friends homes, and places they have to spend money to be in. There are no areas for teenagers to hang out where they are not treated in a hostile manner.	inclusivity

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#192	94608	1	22	0	This makes a lot of sense on paper but I'd be concerned about displacing vulnerable longtime residents in the homes at this intersection. Warehouses/light industrial along Stanford and Lowell could be effectively up zoned to mixed housing/retail. Neighborhood services at this location would also effectively serve the senior housing just over the border in Berkeley.	displacement, industrial areas
#193	94606	2	0	0	98th should maybe have a Bart stop. And then maybe a BRT along San Pablo to capture the two new proposed neighborhood centers	transportation
#194	94619	6	10	30	No. This will ruin our neighborhood centers. No tall buildings.	housing (height limits)
#195	94606	2	0	0	Investments in this along the many East streets that run parallel to international are desperately needed. This street design and infrastructure exists prior to the highways. These entire corridors need new environmental design to slow people down and make it easy and safe for people to travel by foot and bike	transportation, funding
#196	94606	2	0	0	How is the "core" defined. Tall buildings, dense buildings close to the main artery, but then a block or two away the existing neighborhoods character can maybe be preserved	neighborhood centers
#197			1	0	All parks and city-maintained green spaces should be vegetated with only locally native plant communities. Oakland is one of the most biodiverse cities on Earth and we have native plant communities that can thrive in any environment, no matter how modified by urbanization. There's a lot of research showing that the benefits of access to nature are primarily driven by the presence of biodiversity, not just green plants; this is why rich people prefer to live near natural areas, not constructed parks, no matter how large. If our urban green spaces don't create habitat for birds and other biodiversity, the benefits of access to nature will still be exclusive to those who can afford to live near undeveloped natural areas. Nature should be accessible to everyone. Native plants have symbiotic relationships with native insects and fungi, which in turn provide food for birds, frogs, and other wildlife that significantly increases people's mental health, wellbeing, and quality of life. These benefits are not provided to nearly the same extent by non-native plants, which are currently the norm in our built environment.	green spaces, maintenance, native plants
#198	94606	2	0	0	Institutional support for neighborhood groups	support services
#199	94618	4	0	0	also discourage graffiti.	policies
#200			1	0	this part of San Pablo Ave could use some more liveliness! has all the bones for becoming a strong center for the residents in and around it.	neighborhood centers
#201	94618	4	20	0	Great idea. Ideally public and accessible to all.	inclusivity
#202	94619	6	0	0	While new parks would be a good addition to Oakland, the city needs to do a better job cleaning up our existing parks. Many have been overtaken by unhoused people who set up encampments, do drugs, leave trash and set fires. This has pushed out taxpaying citizens from their local parks. Between the encampments, potholes everywhere, unmaintained vegetation and other infrastructure problems, I don't see why the city is focusing on spending our money on these big projects before fixing what we already have. Yes, unhoused need somewhere to go, but before COVID we didn't have these extreme takeovers of public spaces.	green spaces, maintenance

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#203	94608	1	70	0	Coordinate with OakDOT on the Community Led Traffic Calming program. This enables residents to install traffic safety features. The program needs to be resourced appropriately.	transportation (street management)
#204			1	0	Continuing the great work of Oakland DOT in promoting and improving bike and pedestrian infrastructure and also transit improvements will be great for the future of our city!	transportation
#205	94608	1	22	22	Ground floor retail often sits vacant because landlords would rather inflate their building's income capacity on paper than charge a tenant business affordable rent. There should be effective incentives to open these spaces for other community uses, such as displaying art or hosting community events.	vacant lots
#205	94611	4	20	0	Mixed use has been shown to be incredibly effective in dense neighborhoods. Some vacant storefronts does not mean landlords are enforcing vacancy on the community. There may not be enough people in the area to support them. In my neighborhood several business are struggling and report not having enough foot traffic. Let's get more people in!	businesses
#206	94611	3	20	0	Residents are concerned about displacement so please highlight how Oakland has so much underutilized land like surface parking and vacant lots that can and should be priotitized for development. Also provide some research/precedents about how developing new housing for all income types increases the overall housing stock and keeps housing more affordable overall.	displacement, vacant lots, housing
#206	94606	2	10	0	To prevent displacement, we need stronger renter protections for all types of housing and to prioritize new development of affordable housing, not luxury housing that will displace us.	displacement, policies
#207	94606	2	30	40	This helps no one if the housing is not affordable.	affordable housing
#208	94606	2	30	50	Denser and taller development helps no one if it is not affordable.	affordable housing
#209	94618	7	40	0	The City must show leadership and implement the vision boldly. I would like to see more commitment in this plan for what and how the city will implement these ideas with a timeline.	policies, accountability
#210			4	0	Yes, more mixed use, more bus service, and safe cycling infrastructure.	mixed-use, transportation (bus), active transportation
#211			2	2	More housing is great--of any kind and price. The city simply needs more units of every kind. But what this plan is not showing is HOW it will encourage it. Will it get rid of rules and restrictions that impede growth? Will it deal with crime and homelessness?	housing
#212	94619	6	20	50	Don't ruin our neighborhood centers with tall buildings. Many of the neighborhoods listed here have their own identity, which would be ruined by adding tall buildings. Tall buildings mean more pollution and trash, traffic, less parking, dirtier sidewalks, less sunlight, and a general loss of happiness for everyone walking down the street or going to their favorite restaurants. This is Oakland, we don't want to turn into San Francisco.	neighborhood centers, housing
#212	94611	4	40	0	The single biggest driver of homelessness and chronic poverty is housing costs. More housing means cheaper rents and homes. Frankly, I'm willing to have taller buildings to make this area more financially accessible to middle and low income people.	affordable housing
#213	94606	2	0	0	future san antonio station needs dense housing too!	housing (density)
#214	94618	4	10	0	also community uses like non-profits, childcare, education, after school, craft classes, etc. Not just retail	mixed-use

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#215			4	0	Yes, more mixed-use density along with frequent bus service and safe cycling infrastructure.	mixed-use, transportation (bus), active transportation
#216	94619	6	0	20	While improving safety for cyclists and pedestrians, please make sure to not reduce lane with or remove lanes for vehicles. Vehicles are also important to our city, and sometimes cyclists go way too fast especially downhill. I've been almost hit by a cyclist 4 times just on college ave because they speed down hills without looking out for others. That plus the additional traffic and reduction of parking spaces makes our city less safe than before "improvements".	transportation (street management), transportation (parking)
#216	94611	4	10	0	Sufficient lanes and parking is a tricky balance. In order to make more areas accessible to pedestrians and bikers or even for business parklets, we need to be willing to sacrifice some spaces. Not all by a long shot. But with investment in public and alternative transit infrastructure some of the number of cars will come off the road as well. Good city planning will analyze traffic density and flow and make judicious choices on where to compromise on this important resource that affects all commuters regardless of mode of transport.	transportation
#217			1	0	Mandela should be listed here.	neighborhood centers
#218	94608	1	40	20	yes!	neighborhood centers
#219	94619	6	20	20	No. Our neighborhood centers already have meters on the main roads, we don't want more parking maximum areas. If the city needs money from tickets, how about they start ticketing speeders and pulling people over for overly tinted windows instead.	transportation (parking)
#220	94606	2	30	0	Decreasing parking only works if you have sustained increase in public transit (more frequent buses, more routes, more affordable). Especially if you want people to still go up to the hills to access all the great parks up there. The transit options to get up there are not good from all parts of Oakland	transportation (bus)
#220	94611	4	20	0	And that's why the plan is to work on all these facets in conjunction! Access to the hills is nice by car, but it is not the most frequented destination, and should not be the controlling factor in overall transit amelioration.	mobility
#221	94606	2	0	0	San Antonio Station!	housing (density)
#222	94606	2	10	0	Yes! Parking minimums should also be completely removed throughout the City. State law already limits parking limits near transit, but the City should go beyond this and eliminate parking minimums throughout. Parking takes up very valuable real estate in our city and has been heavily subsidized. The less parking we build the higher transit use, walkability, and healthier City we will have!	transportation (parking)
#223			0	0	Reform Oakland planning staff treatment of buildings noncompliant with zoning & planning codes- be more consistent, helpful, and not make onerous demands. By cooperating with building owners and guiding them lightly toward compliance, building owners will be more willing to work within code & not hide their work from building inspectors.	policies
#224			0	0	End discretionary review of projects that don't conform to Oakland zoning. Oakland should facilitate development projects that add/improve housing and commercial development, not discourage them.	policies

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#225	94621	6	10	0	What protections will the city put in place for research labs? For instance, AI centers are water intensive and chemistry labs sometimes dump chemical reagents down the sink, how will the city address these hazards to residents living within 500 feet of these sites?	policies
#226	94621	6	10	0	What tools and funding structures will the city use to incentivize small-scale developers and community-based initiatives like larger developers have been in the past? Also, how will this information be shared transparently with Oaklanders?	funding, accountability
#227	94621	6	0	0	How is the city defining visitor services? What mixed or industrial use category does it fit into?	mixed-use
#228			0	0	Remove contradiction that the Coliseum is a "major center" with the third-largest projected growth. Instead of North Hegenberger at CMU it should be HBX or more, as nearby Coliseum station is using SB 79 sets a floor of 120–160 du/ac for Tier 1 BART stations...yet the Framework's own CMU designation North Hegenberger falls below what state law would allow, and vision of "major center" per the doc. Also the T&R District reserves transit-proximate land for uses that don't include housing → in a neighborhood the Framework itself identifies as historically underinvested, it should have considerable additional housing.	housing (density)
#229			1	0	Reduce development impact fees for new developments & redevelopments. Reduce permit fees. Increased productive use of land, rising property values due to real value being added to them, & a more ownership turnover will compensate the city in increased tax roles.	policies
#230			0	0	Excellent policy idea. The prior (or current general plan framework) stated a goal where community driven planning would be collected at the planning district level (area plan) and feed into the City's CIP and budget process and updated/reviewed every five-years. Having this district level is an important bridge between neighborhood level plans and citywide plans. The East Oakland Neighborhoods Initiative (EONI) is an on-going model of how 6 neighborhood driven plans could be brought together from the "ground-up" to define this larger area. In any case, the City needs to fund a neighborhood empowerment department (see LA example) with the ability to provide technical planning assistance to neighborhoods as well as potential project implementation funds and support for local neighborhood identified projects that can be realized with coordinated local (and youth involved) participation. There are existing structures via community development block grant funding as well as the existing neighborhood council structure that can be leveraged to support community planning.	policies
#231			5	2	High resource but low density residential like Temescal, North Oakland, Rockridge should be pushed to speed up addition of this type of small multifamily embedded in existing neighborhoods.	housing
#231	94619	6	10	20	There is no room for large buildings in these neighborhoods. Pushing residents out to build larger buildings is not the answer. Part of Oakland's character is in the difference between various neighborhoods.	displacement, housing
#232	94610	1	10	0	With BART in a fiscal crisis, is it still realistic to assume that a San Antonio BART station will be built?	transportation (regional connections)

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#232	94621	6	0	0	Very good point. If the San Antonio BART station can't be built for this reason, how can the city and regional transportation agencies support an AC transit/free shuttle alternative? Additionally, is the proposed stop above or below ground?	transportation (regional connections)
#233	94606	2	10	60	The San Antonio BART Station will displace low-income Oaklanders, as will the rest of this plan. This plan promotes a homogenous, white, techie city — not a diverse one.	displacement, transportation (regional connections)
#234	94606	2	30	60	Density increases should be for affordable housing only.	affordable housing, housing (density)
#235	94618	1	10	0	Bumping the comment next to me --- how to we ensure affordability when developing new transit routes? In San Jose - the Berryessa Bart Station threatened to displace the oldest flea market in the country for upscale apartments. What is the review process of existing environment and community buy-in for future routes?	displacement, transportation (regional connections), affordable housing
#236			2	0	Remove all arbitrary barriers to infill development that prevent housing in Oakland. Including zoning requirements such as parking minimums, floor area ratios, height limits, setbacks (side, front, and rear), and units on the number of primary limits. End limits to uses within zones. All this applies especially to historic, nonconforming buildings that preexist zoning law. The rules are dense, complicated, restrictive, and very unfair to small lots- they are very discouraging to land owners like myself who want to redevelop our lots for more productive use.	housing
#237			0	0	green spaces in the hills need to be protected. The city's tree ordinance should not be abandoned to build luxury homes. The native biodiversity of the hills benefit EVERYONE, not just the wealthy. green spaces need to be filled with native plants and trees. New homes should not be built without replacing any trees lost with native and beneficial species.	tree preservation, green spaces, native plants
#238			1	0	Change Oakland zoning law so that it is no longer mandatory. Rather, it should be a non-enforceable recommendation by the city. Landowners who seek mandatory zoning should have the option to restore zoning mandates through deed restrictions that would be enforceable by the city. This would end most zoning restrictions on growth & development of better housing & commercial buildings.	policies
#239	94610	1	30	0	Public transit service south of 880 is relatively limited. As part of this strategy, is there a plan for more frequent and convenient transit in this area?	transportation
#240	94605	6	0	0	Will these businesses be equitably distributed? For instance, east Oakland is squarely between two major professional job centers (San Jose and DT Oakland and San Francisco). The city is leaving an opportunity for future tax growth on the table by failing to invest in East Oakland as a mini center for professional businesses and professional workers (especially those who are young, single, and have disposable income).	businesses, inclusivity
#241	94618	1	0	10	I have another comment about the companies themselves and not allowing companies to own downtown land -- also curious about how this plan works to ensure those from the community get to develop, grow and work within these 'hubs'? Who is the target audience to benefit and participate within the 'hubs'?	accountability, workforce

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#241	94611	4	0	0	By having a large number of developed areas that offer a higher density of jobs, pretty much anyone in Oakland can benefit. If these areas functionally segregate, then people are kept out. That's why development without zoned function is important; to keep as many people as possible in an area while also bringing in money, talent, and access to updated buildings.	housing (density)
#242	94611	4	0	0	As long as noise complaints are taken seriously, how a business chooses to mitigate noise should be up to their own discretion.	accountability
#243	94608	1	22	0	Effective security will be necessary to support this development.	safety
#244	94606	2	0	40	These sectors will only help very highly paid people.	technology and research
#244	94610	1	30	0	I would say these sectors need workers at various income levels. And either way, businesses generate tax revenue that helps the city provide services to all. But maybe some sectors would be better, what would you advocate for instead?	businesses, workforce
#244	94621	6	50	0	I like the idea of having a variety of jobs. How can we upskill current residents for new proposed jobs, especially the higher earning jobs so that residents aren't displaced from their own neighborhoods?	workforce, displacement
#244	94611	4	20	0	A diversity of businesses (ie cafes, gyms, etc) near tech sectors allow for continued diversity of employment for people of various training and labor backgrounds.	mixed-use, businesses
#245	94619	6	10	0	There shouldn't be any onsite air quality issues either. Please don't sacrifice our air or water quality for new industry.	climate resilience
#246			1	0	We will need a strong strategy to attract industries that already have homes in Silicon Valley, Emeryville, SF. We need to offer solid opportunities without the threat of pulling the rug from under them after they have invested millions, as has happened elsewhere.	technology and research
#247	94618	1	10	0	What is meant by repair of custom made goods? Speaking of which -- how does this plan work to enable residents to more effectively reuse, recycle and mend their belonging?	technology and research
#247	94621	6	0	0	I like this idea of reusing and repairing what we already have. How can the city support existing recycling programs to be more effective by streamlining the city's traditional recycling programs and financially supporting independent reuse programs such as the East Bay Depot for Creative Reuse?	technology and research
#248	94618	1	30	0	How is this tracked? How will residents be notified? What is the range square miles wise for noise prevention?	technology and research, resident-focused
#249	94621	6	0	0	How does the city define "vibrancy"? What specific enforceable actions will the city do to maintain vibrancy?	Content Readability

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#250			2	0	I think there is not nearly enough consideration of local indigenous people. They have lived here far longer than the City of Oakland has existed and they understand how to create and maintain sustainable communities far better than city politicians do today. They should be given much more sovereignty over much more land in Oakland; even if the land returned to them is not accessible to the general public, the environmental benefits of indigenous-stewarded land will extend far beyond property boundaries and benefit us all. It is also important for the City of Oakland to work toward reconciliation of the profound harm and brutal violence by which this land was taken from indigenous people so the City of Oakland could exist.	indigenous stewardship
#250	94610	3	0	0	Agree with above 100%	indigenous stewardship
#251			0	0	Climate change is becoming extreme and increasingly deadly to the most vulnerable people in Oakland. To mitigate the effects of flooding AND reduce water use for maintaining street trees and roadside vegetation, ALL curb strips should be retrofitted with curb cuts and should be excavated to be recessed a few inches below street level to act as catchment basins for road runoff. This will mitigate flooding, allow rainfall to recharge groundwater, reduce the impacts of pollution from trash and petrochemicals on roads, reduce water usage for irrigation, provide habitat for biodiversity in our built environment (which increases access to nature), and reduce the urban heat island effect to protect residents from heat-related illnesses and death by increasing vegetation cover and evaporative cooling.	climate resilience
#252	94618	1	10	0	Elaborate on the study methods please?	technology and research
#252	94621	6	0	0	Can the city develop a timeline for how long it will take to move from study to implementation that includes statutory deadlines, the time it takes to go through the call for proposal period, and CEQA?	technology and research
#252	94611	4	0	0	I would forgo studies if the timeline it too long, just let people build. We need new businesses and houses now.	technology and research
#253	94605	6	0	0	Hopefully this includes shifting away from businesses that focus on vehicle maintenance and storage. These produce air quality and soil hazards like brake dust, tires, leftover oil, etc., some of which ultimately makes its way into nearby neighborhoods that the city has chronically disinvested in/used as holding neighborhoods for poor people.	EJ communities
#254			2	0	There's a lot of natural area currently zoned as "vacant residential" in the "hillside residential" zone; wiping out these natural areas to build low-density housing for wealthy outsiders will cause irreparable harm to Oakland's current and future residents. These areas could be returned to indigenous people; many already contain the remains of historic indigenous food gardens. It seems like this general plan draft land use framework acknowledges indigeneous people without making any commitment to any material action, like returning land to them.	indigenous stewardship, vacant lots
#255	94621	6	0	0	Can the city provide more details for how this industrial parcel management or parcel use transition will take place including department/agencies responsible, timeline, funding streams, and contingencies for if this planning effort is stalled or fails?	industrial areas

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#256	94621	6	10	0	Since the Port self-governs, what political tools will the city use to incentivize and support the Port's electrification efforts? Explain the tangible ways the city support the other industrial transitions to clean, electrified operations.	transportation (electrification)
#257	94621	6	0	0	What process will the city use to ensure the consultation of culturally-affiliated Native American tribes? Will this process precede future planning efforts or work alongside of traditional planning timelines? How will the city enforce the "recommendations" from the Native American tribal consultants?	indigenous stewardship
#258	94608	3	0	0	What is the reduction on heavy industry? What are the mitigation measures to prevent West Oakland from suffering any more their presence?	climate resilience
#259			5	0	Why can't this be more mixed-use with residential and Tech. & R&D components? See Emeryville, Mission Bay, and Cambridge as prime examples. Mixed-use for more vibrancy please!	mixed-use
#259	94608	3	0	0	I support this comment	mixed-use
#259			0	0	Agreed, allow live/work uses at a minimum	mixed-use
#260	94607	3	0	0	I am writing to comment on the March 2026 Draft Land Use Framework, specifically the proposed 5.0 FAR for the Technology and Research zone along Mandela Parkway. I am concerned that an allowable height of 8 stories across from residential homes—specifically below 18th Street—will significantly impede solar access. For instance, at 17th and Mandela, an 8-story structure on the Chronicle site could cast shadows on our residential block until 11:30 AM during winter months. This appears to conflict with the city's broader goals for Environmental Justice (EJ-4) and maintaining healthy, walkable neighborhoods. I request that height limits below 18th Street be lowered or modified with stricter Solar Step-Backs to protect the solar rights of existing residents.	--
#261	94608	3	0	0	Extend the mixed used to the stretch of Adeline just south of Grand, to connect with library and other civic spaces.	mixed-use
#262	94608	3	0	0	What is the prospect of 980 being removed? What is this plan envisioning in case that happens?	transportation
#263	94608	3	0	0	West Oakland is closest to the bay, but most isolated. How can the plan enhance the connection of the neighborhood with the bayfront? Can residential mixed use areas take over a portion of the port to help with that connection?	mobility
#264			1	0	Thank you for including a transit vision for this part of Oakland!	transportation
#265			0	0	I would love to see a sculpture park with large scale sculpture somewhere along the shoreline. I hope that Port of Oakland has a plan for art/sculpture in their development plans. Olympic Sculpture Park in Seattle is a good example of a successful sculpture park and there are so many others across the country	green spaces
#266	94619	6	10	0	All this industry is lining our waterfront. Our climate resilience are at risk, as well as the air quality for the entire city. No new heavy industry, or at least don't make it so it takes up the entire waterfront.	industrial areas
#267	94621	6	0	0	Add community names to the map. Also, incorporate strategy I suggested on a previous figure where staff explains complex maps.	Content Readability

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#268			0	0	They can also be opportunities to encourage local craft-artisanal and shared workspace/makerspace operations.	technology and research
#269	94618	1	10	0	What is this GPU/LUTE?	Content Readability
#270	94619	6	0	30	The northwest corner of lake Merritt is a disaster. The new bike lane took out a right turn lane and drastically reduced lane width. The traffic is always bad there now. It could have been done better. Please don't sacrifice vehicle transportation lanes for a few bicycles. That corner was plenty safe for bikes and pedestrians before the changes to the road happened, now it's always congested.	transportation (street management)
#270	94606	2	30	0	I actually tend to like it. Especially once the full lake loop is completed, so many more people will have downtown safely accessible by bike.	active transportation, safety
#270	94606	2	0	0	can't wait for the full loop! We also need to reconcile the bridges that go over the lake on the east side and the area next to henry kaiser center. That area should be a beautiful extension of the lake and the bike way and the trails but it is not.	active transportation
#271	94608	1	50	0	Oakland City Hall is in a transit rich area, yet most employees drive to work and the City provides free and reduced parking, incentivizing driving. These policies should be reconciled.	policies
#272	94618	1	60	0	Using BART is convenient only when the destination is within a .5 miles of the station and if you live near a station OR if you are traveling out of the city during rush our. Otherwise it is 15-20min faster to drive within the city than take the bus. How will we ensure that transit is reliable and frequent -- encouraging its use?	transportation
#272	94606	2	20	0	Can "last mile" transit solutions be paid for by a clipper card or implemented with AC transit? Very annoying to have to download yet another app for each one, especially when I'd rather be paying money to a public institution instead of private companies	transportation
#272	94619	6	10	20	Agreed. It seems like this plan is attempting to eliminate vehicle travel in a city not designed with enough public transportation to support it. While public transportation and cycling should be encouraged, many of these plans are at the expense of those of us who need to use personal vehicles and work trucks. Many neighborhoods aren't easily accessible with public transportation. Narrowing lanes, eliminating turn lanes, allowing cyclists to speed, these all clog up our city, increasing traffic and pollution.	transportation (street management)
#273	94621	6	0	0	There were no clear strategies mentioned for how to support people with disabilities (and seniors) in the full section. One necessity for paratransit access is sufficient bus stop access as well as accessible bus stop seating. How will the city support this need?	inclusivity
#273	94611	4	0	0	High bus stops with ramps provide easier access at existing bus stops without having buses 'kneel' which increases travel time. In higher density neighborhoods with mixed use, people don't have to travel as far which is good for everybody but especially for people with physical mobility. Also, public transit is not the only option. Ride shares such as Go go Grandparent are great solutions as well.	transportation (bus)

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#274	94606	2	0	0	LETS GO SAN ANTONIO!	transportation (regional connections)
#275	94619	6	10	30	No. Don't waste our money on this huge project. We like the 980. It's easy to get around in the neighborhood beneath it too. This would take so many years to complete.. it's a valuable freeway to Oakland residents and to the Chinatown area.	transportation, funding
#275	94607	3	30	0	980 is one of the most underutilized urban freeways in the country, and it separates West Oakland from downtown and contributes to air pollution. The 980 corridor sits on incredibly valuable land near downtown and along the BART transportation corridor. Responsible development could utilize this value in a way that doesn't cost taxpayers anything, while ultimately increasing revenues for the city, while also leaving room for substantial new green spaces and an entirely new neighborhood. This is a generational opportunity to transform and reunite Oakland. I personally benefit from and use the always-traffic-free 980 regularly, but would gladly give it up and add a few minutes to my commute for what this transformation could bring to the city.	transportation, climate resilience
#275	94609	1	0	0	I agree! I also use 980 frequently but would gladly give up the convenience to transition this underused freeway into more vibrant city space to reconnect West Oakland to the rest of the city.	transportation
#276			0	0	Can the City negotiate with CalTrans to use jersey barriers to just close access to 980 between 880 and 27th St? Even if it will take years to come up with a permanent solution, we can start protecting our air quality now with a cheap solution like that.	transportation, climate resilience
#277	94621	6	0	0	Explain trenched freeway for the average reader. As a general urban planner myself, I shouldn't have to look up unfamiliar planning and engineering terms to get through the paragraph.	Content Readability
#278	94621	6	0	0	"Regional throughput" is a transportation engineering term requiring more explanation; please make the LUTE more accessible to the average reader.	Content Readability
#278	94621	6	0	0	Same concern as above about the use of vehicle throughput later in the paragraph.	Content Readability
#279	94611	4	0	0	There is already green spaces below the Mandela Parkway. You could just make sure that path is really nice, rather that spend a very very large amount of money on a single mile of pedestrian way.	maintenance, funding
#280	94619	6	20	10	Keep the truck ban. Do not allow big trucks on the 580 or 13.	transportation (trucks)
#280	94606	2	0	0	How should we deal with inequitable air quality along the 880 corridor. The city (and taxpayers) pay in the long run in terms of health care costs from more acute exposure to truck diesel	inclusivity, climate resilience
#280	94607	3	10	0	The truck ban simply shifts the burden to higher-density, lower-income populations in the lowlands. This ban is the vestige of explicitly racist policies of past eras, and it is abhorrent that it still exists in our city today. That said, we should strive to minimize the burdens of pollution for communities across our city, and encourage the electrification of trucking wherever possible. This should happen in collaboration with the port, to ensure that the infrastructure and incentives are in place to make this transition happen as quickly as possible.	transportation (trucks), climate resilience
#281			5	0	Let's invest in Gold Standard BRT on these corridors.	transportation (bus)

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#282	94618	1	20	0	I think its important to bring community into how the construction process works to buy-into how infrastructure we live in is built - recommend visual markers about the design process like a guided walk	community engagement
#283	94621	6	0	0	Share the results of the study once finished and make sure to link it in the LUTE section where/if it's mentioned.	transportation (trucks)
#284	94608	3	11	0	Consider a lightrail along Adeline/San Pablo axis as a way of connection with BART and neighborhoods.	transportation
#285			0	0	are there opportunities to make a bike/ped connection safer and more direct between Mandela pkwy and Jack London?	active transportation
#286	94618	1	0	0	980 needs to be removed: built over or turned into parks and housing.	green spaces
#287			0	0	It does not appear that this process is even considering the presence of established rail infrastructure for industrial use. Parks do not belong in close proximity to railway tracks. Existing parks seem sufficient and can be upgraded. Instead, consider vocational training facilities for the manufacturing and skilled trades jobs that are going unfilled, and which can provide meaningful employment for people in Oakland.	workforce, green spaces, industrial areas
#288			1	0	yes! having some sort of bridge or permanent connection between Jack London and this part of Alameda helps residents of both of these neighborhoods reach services and businesses, especially when the businesses in this part of Alameda are the closest (in driving distance) to Jack London residents. people without a car cannot reach them unless taking the bus, how can bikers and pedestrians get there easily?	transportation (regional connections), active transportation

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#289			1	0	<p>Studying truck access along 580 is not only a waste of money but the complete wrong strategy. There should be no 580. What city purposefully chokes it's own citizens with pollution in one of the densest parts of the city? Why would you purposefully depress the housing prices near the highway? All for no revenue from out-of-towners to speed their way to SF.</p> <p>If I were to propose a study, it would be:</p> <ul style="list-style-type: none"> - How much revenue the city is losing by not building housing where the highway is - How much time / revenue is lost for residents because there is no BART line there and growth is stalling. - How much would grades / school attendance increase if noise and particle pollution was reduced by the highway not being there. - What type of drivers use this highway and how often are they popping off that highway to get groceries, or shop at local stores, or to pick up their kids? - How resilient would our grid be if we used this instead for more localized power stations and renewable energy? <p>This highway is redundant and a nuisance. We live in the 21st century playing with 20th century methods of transportation. At the very least, figure out ways to make this city livable for children. If you can make this the best place for the most vulnerable then you are naturally taking care of 95% of your population as a side effect.</p>	transportation (trucks)
#290	94605	6	0	10	<p>What is the likelihood of this actually coming to fruition in the next decade? There are no major businesses, attractions, or neighborhoods at this proposed site. This seems more like a pipe dream being pushed by an interest group than an actual possibility in a location that has underutilized potential.</p>	transportation (regional connections)
#291			0	0	<p>Instead of bringing added diesel truck traffic, work with Caltrans to create a vegetated-buffered bike highway along I-580; also consider a light rail line.</p>	active transportation
#292			1	0	<p>Develop a robust and rigorous retrofit of this freeway that incentivizes zero-emission trucks (such as with a truck-only lane to help disaggregate car/truck traffic); invest in other inter-modal freight goods movement via trains from Port to Stockton/Tracy; include intensive vegetative buffers along freeway.</p>	transportation (trucks)
#293	94601	5	0	0	<p>In addition to more frequent bus service along MacArthur, there should be rapid buses, like a 57R. There would be fewer car trips from East to North Oakland if this was as fast as BART.</p>	transportation (bus)
#294	94611	3	10	0	<p>These graphics need a lot of work to improve legibility and to successfully illustrate plan concepts.</p>	Content Readability
#294	94621	6	0	0	<p>Agreed; making the maps interactive so that you can remove map layers would go a long way to making this map legible. Additionally, having staff explain the maps would be helpful.</p>	Content Readability
#295			0	0	<p>Consider a gondola from Northeastern to Merritt/Campus Drive overlook. The 5-acre fenced off Merritt College former parking lot should be redeveloped as functional open space as it connects to Lion Creek vernal pool area and possibly can be a large site for urban agriculture.</p>	green spaces
#296	94608	3	0	0	<p>Zooming in and out is easy, but panning around in the map is impossible.</p>	Content Readability

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#297	94606	2	10	0	14th Avenue needs to be similarly considered. That culverted creek should be daylight. There are several grass patches that are not effectively capturing rainwater and refilling our ground water reserves. There is way too much concrete on that corridor.	creek restoration
#298			0	0	Stanford Ave is wide enough in most places for a redesign that incorporates a multimodal greenway, similar to the Emeryville example	transportation (greenways)
#299	94606	2	130	0	I strongly agree to adding greenways and connectors. I stopped biking because it started to feel too dangerous with the way cars were driving and potholes. I would absolutely bike more with the right infrastructure. I biked for the first time after 2 years once the bike lanes on 14th were added - incredible! Makes such a difference. Look to Minneapolis to see what a different greenways make. Rain, snow, or shine - people are biking.	transportation (greenways)
#299			5	0	Strong second to this sentiment! Protected bike lanes along the lake and 14th have gotten me back on a bike for the first time in more than a decade. Hugely helpful to cut short car trips like groceries and pharmacy.	active transportation
#299			9	0	Full separation from automobiles (and keeping those cycle lanes clean) is essential to make it safe for our children the freedom to cycle.	active transportation, safety
#299	94611	3	40	0	Agree 100%. I also stopped biking because it became too dangerous. The few protected bike lanes are great but they do not connect destinations to neighborhoods where people live. Many neighborhoods are close to freeways and people drive recklessly on the roads leading to and from freeway exits, so these roads should be priorities for protected bike lanes (i.e. Harrison / Oakland Aves close to 580).	active transportation, safety
#299	94621	6	30	0	Agreed! Protected walk and bikeways would go a long way in East Oakland where there are few accessible sidewalks and many heavy duty trucks making it unsafe to navigate the community.	active transportation, safety
#300			1	0	Where bike blvds are implemented please complete their construction by adding infrastructure to also divert motor vehicle traffic and prioritize bike crossings at intersections. In Berkeley there are still stop signs at every intersection, forcing people on bicycles to either stop every block, or continually break the law.	active transportation
#301	94606	2	0	0	How were these creeks identified, and how can community input be incorporated for future creek revitalization?	creek restoration, community engagement
#302	94605	6	10	0	Is Arroyo Viejo Creek the one that continues to run along Hegenberger? I would like to see this turned into some kind of River Walk with a center median foot and bike path along the creek, trees, and plazas for stopping and relaxing. Also, is the plan to daylight these creeks, or just place a green strip on the road above them?	creek restoration
#303	94606	2	0	0	Most people don't even know that many of these historic creeks exist because they are hidden. We must daylight more concrete around these water ways and allow rain water to refill our groundwater reserves and give the ecology a chance to survive in these areas.	creek restoration
#304			0	0	Do these transportation strategies give us more choices and get us towards a more connected city?	--
#305	94606	2	20	0	I didn't see any creek revitalization strategies in the open space section. Those should be outlined more clearly.	creek restoration
#306	94606	2	10	0	Please make sure that native plant landscapes are included in these efforts.	native plants

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#307	94606	2	10	0	This is great! Many roads should go on road diets. The diet portion can be filled with #1 priority protected bike lanes, #2 more greenery (native), #3 expanded sidewalk/parklets.	transportation
#307	94606	2	10	0	We should also prioritize bike safety at a number of intersections and busy roads. Specifically on the corner of E 8th and 5th Ave we should add a mirror to protect bikers heading along 8th from turning vehicles.	active transportation
#308	94608	1	30	0	Mention the speed camera program? Has OAKDOT looked at this plan?	transportation
#309	94618	7	40	0	This is great and happy to see neighborhood centers prioritized here. Currently 11% of residential streets in the OakDOT bike network are classified as collector streets or minor collector streets. We want all of these residential streets reclassified as local so that OakDOT can put effective traffic measures in place to meet the targets outlined in the 2021 Bike Route Implementation Guide. This document needs to map out these type of changes to ensure the goals can be met.	transportation (street management)
#310			0	0	this reads more like a general statement than a clear commitment...how will this actually be ensured, and does this mean we will need to wait years for this? its the bare minimum and should already phased in to projects now. There is also limited recognition of the specific communities who may not see themselves reflected here like the wide spectrum of disabilities or older adults. The word "accessibility" has increasingly become jargon, inserted into to acknowledge people with disabilities, but often functioning as a checkbox rather than signaling meaningful change. Much of what follows focuses on broad improvements that don't clearly speak to these groups' day-to-day experiences. In reality, consistent intentional features throughout the city often make the biggest difference, such as frequent seating and shade for rest (especially at bus stops), audible signals that give more details, pocket places for lower-stimulation in busy areas... to name a few... Also, good to see mention of AC Transit/ BART/ other agencies, but there should be attempts to reach out for partnerships with disability organizations and groups that serve older adults or other similar groups, since they're directly impacted and would bring more lived experience.	transportation, inclusivity
#311	94606	2	0	0	I wish i could like in this world today. I cycle every day and would love this.	transportation (greenways)
#312	94619	6	10	40	Most of these are great, but much of Oakland relies on vehicles, public transportation doesn't go everywhere. Forcing vehicles out of the roads is not the answer. Yes to greenways, no to slow streets, lane narrowing and removal of turn lanes.	transportation (greenways)
#313			1	0	Could the City consider developing a sustainable transportation housing overlay that allows developers to build high-density in any area with bus and bike lane access? Allow high-rise high-density mixed-use housing as long as they buy bus/transit passes or all residents, provide 1.5 bike parking spaces per unit, and don't build car parking.	policies
#314	94621	6	10	0	Will the standard for greenway landscaping and maintenance be a public/community influenced process? Also, what funding streams exist or will be developed to support ongoing maintenance?	funding, maintenance, community engagement, transportation (greenways)

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#314	94619	6	30	0	Maintenance is a big part of adding these new areas. It sounds like many of the issues people have with cycling are because of the poor shape our roads are in. Why don't we work on fixing what we have and maintaining our natural areas first? Fix the potholes and vehicles and cyclists can share the road safely.	maintenance, transportation (street management)
#314	94611	4	0	0	That is a great suggestion. A lot of greenways are very permitting intensive and cause a lot of disruption. Making current pathways safer and more defined reduces the impact on safety. That isn't to say no greenway development, but let's be judicious about it.	maintenance, safety, transportation (greenways)
#315	94619	6	10	40	Please don't narrow lanes. It's more dangerous for everyone that way. We don't want more traffic, air pollution or angry drivers and pedestrians. We can share the roads. If Oakland hasn't had money to fix potholes, how are they going to pay for all these big projects? Fix what we've got first. If the roads don't have potholes and huge cracked sections it would be easier for everyone to get around, especially bicycles.	transportation (street management), funding
#315	94611	4	40	0	Narrow roads create slower driving, which reduces likelihood of higher impact collisions. Urban design literature shows that density actually promotes safety, where open spaces make people feel like they can speed.	transportation (street management), safety
#316	94608	1	30	0	How will this be funded? We should not raise false expectations	funding
#317	94608	1	10	0	people may not know what "headway improvements" are	Content Readability
#318	94606	2	10	50	This will displace people and harm the City.	housing (density)
#318	94611	3	30	0	How would increasing housing density displace people? By providing more housing close to transit (with required affordable housing ratios), the neighborhood would have more housing units and types of housing for a range of incomes (not just single family homes).	housing (density)
#319	94605	6	0	10	I am not seeing the benefit of turning this location into a transit hub. It has no businesses, no nearby attractions, and limited housing currently. This seems like more of a pipe dream than a feasible project. There are other sites in the city that already have potential but are currently underutilized and would require fewer resource investment to improve.	transportation
#319	94606	2	0	0	it is one of the densest neighborhoods in Oakland and is already at grade to bart and amtrak. It is generally a low resource investment that would have an immediate community of riders.	mobility
#320			4	1	There is a strong community will to make strategic improvements in San Antonio, large and small. Consider what would make it a pleasant place to live, especially along 14th Ave like retail/shopping, supportive infrastructure around Highland Hospital like a park, air pollution mitigation in the form of trees or other barriers, and more.	mobility
#321			4	0	I would hope that in coordination with AC Transit, these high capacity corridors can be configured for real BRT service. The Tempo is fine, but not Gold Standard, or even silver or bronze. Building out the BRT network with the quality seen in other countries should be the goal.	transportation (bus)
#322	94602	4	10	0	This study, and the potential removal 980, creates an opportunity for dramatic land use transformation within the corridor. How well is this reflected in the land use framework?	transportation

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#322			0	0	it's understandable that this is a separate planning process but the GP should still include designations, policies, and actions that address what the community wants this area to look like if the 980 is ever removed	transportation
#323	94621	6	0	0	What is UPRR?	Content Readability
#324	94621	6	0	0	Explain and demonstrate the proposed road infrastructure changes. Incorporate community feedback in final road infrastructure plan.	transportation (street management), community engagement
#325			1	0	All multilane streets should have one designated red paint lane for bus/taxi. Active transit (bikes/scooters) should be allowed in red paint lanes. This will reprioritize faster-moving streets from cars to buses and active transit, and reduce speed of streets for safety.	safety, transportation (bus), active transportation
#326	94619	6	20	30	No	transportation
#327	94619	6	20	40	This sounds like big industry wrote it. We don't want big trucks on the 580. Continue with the truck ban.	transportation (trucks)
#327	94619	6	0	20	The 580 is already inundated with potholes, the city needs to fix these, not allow big trucks to make our freeways and neighborhoods worse.	transportation (trucks), maintenance
#327	94602	4	0	0	This strategy could be important especially as it relates to revising in the 980 corridor and redistributing the environmental justice burdens shouldered by East and West Oakland	transportation, EJ communities
#327	94606	2	0	0	this is inequitable to the flatlands That get all the track traffic along 880	transportation (trucks), inclusivity
#328			0	0	This is an excellent opportunity to construct an accessible "land bridge" linear park that can both serve as a cap on the freeway, a welcoming amenity for the infill BART and TOD proposals, vegetation for air pollution mitigation, and get folks over to the waterfront with amazing view along the way!	transportation
#329	94608	3	0	11	Yes!	transportation
#330			2	1	Super important - Brooklyn Basin is such a huge project, and I'm afraid it will flounder if there isn't sufficient transit and amenities.	transportation, public amenities
#331	94607	3	0	0	This is ONE of the community visions and has NOT been decided. The community engagement that has been done largely includes newer, wealthier residents and NOT enough legacy residents who actually experienced the impact of the 980 freeway being built.	transportation, resident-focused
#332	94619	6	40	10	This is great, we should be able to access and enjoy our waterfront location, but it's occupied by industry instead. Our shorelines should be protected natural areas.	industrial areas
#333	94608	3	0	0	West Oakland is not benefitting from this. Why? Can you make that connection for West Oakland as well?	mobility
#334	94608	1	20	0	The City should lead the way on this. Have we done a study of how our own employees get to work?	transportation
#335			1	0	Reducing VMT and increasing use of public transit and other modes like walking and biking will ensure the safety and health of our future.	transportation

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#336	94611	4	0	0	More parks, paths, and hopefully some development will make this a better place to enjoy recreationally. I have two small kids. Many of our 'parks' are not family friendly. They are just open land frequently with almost no work put into them. Whether in the hills or by the shore, better walking paths and access to basic amenities would be wonderful. In cities across the world shore lines are developed beautiful promenades that more people actually frequent because of the blend of development.	green spaces
#337			0	0	Such as along and as part of any new Coliseum development to better connect to MLK Jr. Regional Park.	mobility
#338			2	0	All shoreline parks and paths (and all City landscaping in general) should be vegetated only with locally native plant communities to improve the general public's access to nature and the benefits of biodiversity that are currently exclusive to those wealthy enough to live near natural ecosystems. Shoreline parks should also be designed to thrive with sea level rise.	native plants, climate resilience
#339	94621	6	0	0	What is UPPR? Is it different than UPRR mentioned in the previous subsection?	Content Readability
#339			0	0	Union Pacific Railroad. They have land-use rights that precede the State of California, and the rail infrastructure often can create significant barriers as well as noise, crossing congestion such as for Sobrante Park.	transportation, climate resilience
#340			0	0	I endorse reducing car commuting by encouraging employer transit benefits for employees! As an Oakland to Alameda commuter, I have a much smaller street & air emissions footprint following these incentives by my school district employer. I now drive a single occupancy vehicle once monthly and bicycle / BART the remaining days of the work month. The incentives have created similar habits for me as a recreational / errands transiter around Oakland.	transportation
#341			0	0	I endorse incentivizing reducing available business (employee/retail/etc) parking with a parking cash-out option! Fewer parking for employees/customers -> more active/public transit commuting by employees and customers! Remove parking to reduce parking demand!	transportation (parking)
#342	94618	7	40	10	this increase will only happen if you commit to reducing cars on the road and stop cut-through traffic throughout the neighborhood centers.	transportation
#343	94605	6	10	0	Just as an example, there are no bike share stations beyond High St. currently. You cannot conveniently get a bike share if you live beyond D4.	active transportation
#344	94608	1	10	10	TDM policies should be strengthened and enforced, so developers of low income and other housing provide transit passes to residents.	policies

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#344	94611	4	10	0	How this actually works in other countries like Japan is that expensive housing subsidizes transit for everyone else. I'm not saying that all near-transit development should be luxury, but obligating developers to pay for transit passes may make development less appealing to investors due to additional onerous costs. However, by allowing more building it can have secondary subsidy-like effects without having to make it legally binding. Tying transit passes to development may have negative unintended consequences.	policies
#345			4	0	I remember the parking study from a decade ago that found that more than 20,000 spaces existed in the central business district and at peak hours more than 2000 were still empty. We need to get the incentives in place to replace all of the surface lots in Downtown, Uptown and Chinatown with more productive land uses.	transportation (parking)
#346	94619	6	10	20	Without free parking many businesses will suffer. Remember when the city implemented paid parking meters after 6 pm in the lake Merritt area? People stopped going out of dinner. businesses suffered, and after enough pushback from residents the meters were put back to normal with free parking after 6 and on Sundays and businesses bounced back. Fix public transportation before attacking vehicles.	transportation, businesses
#347	94608	1	50	0	The City encourages and incentivizes driving for staff by providing discounted parking rates. This practice should end.	transportation
#348	94608	1	10	0	This should start with City of Oakland as an employer	transportation
#349	94605	6	60	0	this goal should be more ambitious.	transportation
#350	94621	6	20	0	If free parking is removed, then free shuttles should be added to supplement the need for transportation. Aside from convenience, driving is often safer for many riders, so the city and it's transportation partners need to meaningfully address the reasons potential riders choose to travel by car than it's alternative. Safety in this context is not limited to violence.	transportation
#350	94619	6	0	20	Much of the vehicle reduction in this plan comes before the infrastructure that we need to support it. Before reducing vehicle infrastructure, public transportation and our roads need to be improved. Making things more uncomfortable for contractors and other workers, older people and people who live farther from the city center isn't the answer. Adding vehicle traffic by reducing speeds and narrowing lanes will just make things worse.	transportation
#351	94621	6	0	0	Add free shuttles to make the Oakland Hills more accessible for accessing green spaces.	transportation
#351	94619	6	10	0	Or just better public transportation...	transportation
#352	94605	6	90	0	Am I missing where this document addresses increasing the equity of Oakland's tree canopy? A more green Oakland, beginning in neighborhoods, is essential for Oakland's climate resiliency and has more than one benefit. Trees cut down on sight lines on streets and slow cars down, they cool down neighborhoods, they reduce pollution, make sidewalks more pleasant for pedestrians and cyclists alike. Where are the trees?	tree preservation, climate resilience

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#353	94607	3	0	0	Please make sure that you are providing parks with amenities that Oaklanders of all ages can utilize and appreciate. The majority of parks seem to cater to ages 0-5 and not much else. Young kids 5-12, as well as teenagers do not have many (if any) parks that cater to them and I have yet to see a park that considers our elders and their needs and desire for outdoor activity.	green spaces, inclusivity
#354			1	0	Should consider policies that create more activated parks with pop up businesses or food stalls that invite people to linger in the parks and plazas, leading to more people using the spaces, or providing additional uses aside from just recreational uses (look at parks in Madrid, Barcelona, and so many other cities that have vendor stalls within or at the entrances of parks)	green spaces, policies
#355	94611	4	0	0	The east bay has so many parks already. Please just make them nicer, better destinations for communities and families.	green spaces, maintenance
#355	94606	2	0	0	most of this is exclusive to the hills. We need a dramatic reshaping of the flatlands.	inclusivity
#356	94611	3	60	0	Please include a plan to grow and maintain Oakland street trees. The City stopped maintaining street trees years ago which really detracts from the health, safety and appearance of the City. There are stumps everywhere trees have been cut down, empty tree wells and so many streets with no greenery. Increasing the tree canopy would improve air quality and reduce the heat island effect, especially in neighborhoods that do not have enough parks.	tree preservation, maintenance
#357			0	0	Do these parks and open space strategies advance equity and access to green spaces?	green spaces, inclusivity
#358	94606	2	0	0	14th Avenue should be daylight.	creek restoration
#359	94618	4	20	0	Would love to see large quality landmark dog park in Oakland like Pt. Isabel or Alameda Dog Park. Hardy park is convenient but awfully located in a dust patch under a freeway. It does not seem like Oakland has planned park space for dogs in a long time. Oakland loses a lot of tax dollars since dog owners leave Oakland to go to dog parks and end up spending money doing errands elsewhere. Dog parks can contribute to neighborhood safety and community building and dog owners often take care of the park so less maintenance is required. The City tried to build a tiny dog park at Jefferson park many years ago, but the aggregate base they used was too sharp for dogs to run on so it never flourished as a dog park. What happened to ODOGS? https://localwiki.org/oakland/ODOG_%28Oakland_Dog_Owners_Group%29	green spaces
#360	94618	4	10	0	City also needs green building and resilience standards for new park facilities. This does not seem to be standardized currently.	green spaces

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#361	94609	1	0	0	Please consider for planning our urban environment to benefit people and biodiversity by: 1. Requiring only native plant species in all City and commercial landscaping. 2. Mitigating flooding and increasing urban vegetation by turning all roadside vegetated areas into rain gardens 3. Mitigating the urban heat island effect by guaranteeing City funding to maintain at least 25% canopy cover of native trees in all neighborhoods, daylighting and restoring all creeks and springs, and de-paving where possible. Tree cover in Oakland is extremely variable and could easily be improved. 4. Creating habitat corridors and reducing freeway-related air and noise pollution by planting and maintaining native closed-canopy forest along freeway right-of-ways	native plants, climate resilience
#362	94618	1	0	0	How are we considering ratio between building height and street width to make spaces cozier/and more meant for humans?	housing (height limits)
#363			0	0	San Leandro Creek - as a spur to the Bay Trail - is being activated with newly installed greenway path. Future plans can include terracing concrete walls (a la Guadeloupe River Trail in San Jose) and naturalizing the channeled Stonehurst Creek which runs behind Planting Justice (and more strategies to prevent and stop abandoned burned cars being dumped along these waterways). This paragraph should emphasize the portion of Sausal Creek to be visibly and accessibly daylighted include the parking lot in the Dimond district, and the stretch from Wood Park to Joise de la Cruz Park in Fruitvale.	creek restoration
#364	94606	2	0	0	This is the only positive thing I've read in the plan so far	inclusivity
#365	94618	1	0	0	Suggestion: Require planting local native plants. We need to restore and preserve as much of our native ecosystems as possible. 1) This will protect Oakland's unique and irreplaceable biodiversity. Native plants create important habitat for our local wildlife. 2) Native ecosystems and plants are best adapted to this climate, they should be the least costly to maintain, and they will help protect us against climate change and disease. (ex: native plants are more adapted to fire than invasive Eucalyptus for example. ex2:Having biodiversity protects against disease by keeping species (including disease carrying species) at balanced populations)	native plants
#366	94621	6	0	0	Explain daylighting for the average reader.	Content Readability
#367	94610	1	0	0	Do you plan to develop and incorporate specific steps to ensure that parks do not lead to increased cost of living and displacement?	displacement
#368	94618	4	10	0	Any chance blighted pocket parks would be closed or converted into something else? It's so sad to see pocket parks fenced, deteriorated and unused.	vacant lots, green spaces
#368	94619	6	0	0	Blighted parks should be restored and cleaned up before the city spends more money on adding parks that they won't maintain. I'm all for new parks, but the state of our city at the moment needs help simply fixing our existing issues before giving up on them to build new things to ignore.	funding, green spaces

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#369			1	0	As a new parent, pocket parks and other green spaces ensure availability of spaces nearby to all Oaklanders	green spaces
#370	94601	5	0	0	This whole (tiny, underwhelming) section seems to be mostly about green spaces, plus a passing mention of cultural resources and plazas (paved spaces?). What are the details? What recreation amenities are planned for kids and adults?	public amenities
#371	94618	4	30	0	Can you show a heat map showing where the City has and hasn't met this goal? If it hasn't met the goal anywhere, do we need to rethink a more modest one? what is this goal based on?	green spaces
#372	94619	6	10	0	Maintenance is absolutely necessary. It seems like the city has vegetarian management on city property as a low priority. They leave weeds until they're 6' tall with matured invasive seeds before cutting them, allowing fire prone invasive to take over. That plus illegal dumping left for too long, potholes in most of our roads and freeways, and other safety hazards needs to be addressed before this overly ambitious plan.	maintenance, safety, transportation (street management)
#373	94608	3	0	0	Mandela Pkwy needs a serious overhaul of plantings	native plants, tree preservation
#374	94608	3	0	0	This area is lacking some serious green area. Despite what the map may indicate, the "park" is a triangle enclosed with a chainlink fence, inaccessible because it used to be take over by homeless people. Now it is not accessible to anyone. The other triangle is an enclosed community garden, which is OK, but does not serve the remaining purposes a green area should fulfill.	green spaces
#375			0	0	Greenways / Connections going east/west are very limited. With the UCSF development going on west of telegraph and the planned housing in the Broadway / 51st intersection, 51st street, particularly the flat area, should be identified as a green corridor / bikeway that is improved and made safer for cyclists.	transportation (greenways)
#376			0	0	The amount of high density development in this area needs to be coupled with a park and transportation measures that allow for high density / high quality homes that are LIVABLE. It does not help to create hundreds of units with no green spaces / recreation space to go. A park that provides access to green spaces / nature, playgrounds, recreation and dogparks is what should be sought for this area. I am curious as to who / how it was determined that the park is not at the crossing of 51/Broadway as the quarry lake / site is hidden behind the safeway.	housing, green spaces
#377	94618	4	0	0	I wasn't a fan of it but didn't the downtown plan specify this as a potential park site?	green spaces
#378	94618	4	0	0	This is where all the growth is and a lot of the new open space is privatized on rooftops. How does this square with priorities to increase access where the growth is? Can we incentivize investment neighborhood parks and improved/new public parks accessible to all? This will mitigate creating a split community where those that can afford nice open space pay for it in their rent.	green spaces
#379			0	0	This is already a greenway, but the City has closed it to the public. Open the estuary park connector!	transportation (greenways)
#380	94618	4	0	0	Isn't this a new park? or Renewed park?	green spaces
#381	94606	2	30	0	In addition to new parks, we really need allocated funding and staff to take care of existing parks. FM Smith Park is a great example. So much potential still but so often trashed and playground so dirty it's unusable. We need to put more love and care into our parks.	green spaces
#381	94606	2	0	0	Much love to FM Smith!	green spaces

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#382			2	0	There are MANY natural springs throughout the developed areas in Oakland, most of which are only visible as permanent wet spots in the pavement. Roads constructed over Oakland's natural springs are the roads most prone to potholes, because the permanent moisture degrades the pavement. Oakland's natural springs should be mapped and converted into mini-parks with native wetland vegetation to provide the public with the benefits of access to nature, mitigate urban heating and pollution, and reduce long-term road maintenance costs by redesigning roads to avoid being constantly eroded by natural water sources.	climate resilience, green spaces, creek restoration
#383			1	0	A new public park should be created on the underutilized basketball courts at Edna Brewer Middle School. One half of this concrete space is currently used not for the students but rather for parking during the school day	green spaces
#384	94606	2	0	0	What will this look like? Will the creek be daylit?	creek restoration
#385			1	0	A new park should be added in the unused front lawn of Highland Hospital to provide new neighborhood green spaces and accommodate the increased density along 14th Avenue.	green spaces
#386			0	0	Streets here are entirely too wide and should be better utilized. There are so many options here to make things safer and more walkable. An example is 21st Ave where it is at least 32-40 feet wide. You just don't see this in above 580. If we're serious about being equitable, then allow neighborhoods to decide what that extra 10 feet can be used for. If we're being *really* serious about walkability and greenways... then make it an all pedestrian street like in Paris. 21st Ave / 19th Ave are redundant. This can easily be one of the longest car free paths in the United States by shutting that down and making strategic 'bridges' for cars needing to cross it. Even the highline in NYC is only 1.45 miles long. Again, another low hanging fruit that will keep residents here and attract more folks towards a transit hub. That might be too ambitious but it's something the neighborhood should be approached and offered.	transportation (street management)
#387	94606	2	0	0	For new playgrounds, use natural playgrounds and climate resilient / mitigating designs. Check out resources: https://heathealth.info/wp-content/uploads/NPPAS-PlayAreaDesignGuide-EN.pdf	climate resilience, green spaces
#388			0	0	It would be nice to have a park connecting the neighborhoods from 23rd Ave to Central Reservoir Recreational Area. Currently, families have to walk beside 580 to get to the closest grocery store. Since EBMUD is demoing this park, this is the type of low hanging fruit to create quality green spaces. It can even be part of a larger network of greenway (with a bike path) that includes the park across from Sheffield. While on the subject, there's no mention of using the new water towers as a 'battery' for all the excess solar this area could capture. This should be a project PGE, EBMUD, and the city all working together to squeeze out all of the utility out of an area that is a win for everyone.	green spaces, mobility

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#389			2	0	The proposed greenways following and rehabilitating the creeks would take Oakland to another level. This is the kind of strategy that will have the kind of halo effect that Oakland is looking for in terms of clout and revenue generation.	green spaces, transportation (greenways)
#390			3	0	William D Wood Park is woefully unappreciated and underutilized. Another low hanging fruit for park development that would make this neighborhood more appreciated. From the looks of it, it seems like it can be just as successful as Sausal Creeks' project. If attention and a bit of direction came from the city, volunteers can really take this park to the next level. Again, this can be part of a greenway network, by using the creeks natural flow to connect East/West corridors around 580.	green spaces, creek restoration, transportation (greenways)
#390	94619	6	0	0	Many of our parks have gone downhill, the city needs to work on fixing what we have and properly maintaining it.	green spaces, maintenance
#391			0	0	Plug to include the development of an expanded hillside pedestrian network of trails/stairways/paths in places with long blocks. They can improve pedestrian safety, shorten travel times, and improve accessibility.	active transportation
#392	94605	6	20	0	As of right now, this stretch of MacArthur from High to 35th is a dangerous stretch for cyclists. There is a wonderful divided path up to about High, and then cyclists are expected to use a dangerous, narrow 4 lane road that has been identified as dangerous for buses, cars, and parked cars. There has been a proposed solution by the Laurel Neighborhood since 2021. How can this road be improved now for cyclists? The way school catchment areas are currently drawn, Laurel is the local neighborhood school for large parks of Frick and Maxwell Park. There is no school bus service, and no safe cycle path. Our students need this now.	active transportation
#392	94619	6	10	10	They could start by fixing the roads, which would make it safer for everyone. Further narrowing would just make it less safe for all manners of transportation.	transportation (street management)
#393	94601	5	33	0	East Oakland south of 580 has no swimming pools until here. Over here, there are only 2 pools down close to the water. West Oakland has 1 pool. This is continuing and exacerbating the racial disparity in access to swimming, which is a lifesaving and stress-reducing skill. Please build more pools in West and East Oakland. Also, please heat them and their showers with solar thermal, geothermal, and/or heat pumps, not natural gas.	public amenities, inclusivity
#394	94605	6	10	0	Love to see the proposed greenway on Seminary Ave. How can this vision be incorporated into the current plans for Seminary Ave repaving, now delayed to 2028? We can begin to green this space and make it safer for pedestrians and cyclists before this long term vision comes to fruition.	transportation (greenways)
#395	94605		0	0	Why is the green way extended to the freeway??	transportation (greenways)
#396	94605		0	0	All the sidewalks and crosswalks around Mills College should be put in working ordering it is very dangerous	transportation (street management)
#397	94605	6	0	0	Concordia Park should be expanded so that it can be used as more than a giant soccer field/baseball diamond. The school at the corner of Camden St. and 64th Ave. should be moved so that that land can be added to the park, potentially creating an opportunity for a recreation center, pool, and/or more courts.	public amenities, green spaces
#398	94605		10	0	Why is Millsmont completely left out of any intended improvements?? This is very disappointing. Millsmont is part of this community, too!	inclusivity

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#399	94619	6	0	0	This area is notorious for illegal dumping and a lack of city maintenance. Overgrown weeds along roads are a fire hazard. If the city is planning on bringing greenways into the area they need to monitor and remove dumping immediately and deal with their fire hazards before adding new areas for people to use for dumping and encampments.	maintenance
#400	94611	3	10	0	Clearly define 'Greenways' and 'Greenway Park Connectors' in this section and on the map and describe what the difference between the two are.	Content Readability
#401			0	0	Defremery and Raimondi are not useable as parks. Consider other land uses more suited to near proximity to the freeway, focus on existing parks that are salvageable, for example, Lake Merritt.	green spaces
#402			5	0	All City-maintained vegetation (parks, greenways, etc) and commercial landscaping (parking lots, business complexes, etc) should be vegetated with only locally-native plant communities. We can improve everyone's access to nature by restoring the natural ecosystems that have always been here, in the places where people already live, without spending any extra money. We have multiple local native plant nurseries that can provide local native plants in bulk quantities at wholesale prices.	native plants

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#403	94605		30	0	<p>Plant Keystone Native plants.this is something I wrote that illustrates the valaes and the whys.... For years, I selected plants the way many designers do. I looked for beauty, structure, and seasonal interest. What I did not fully understand was ecological function.</p> <p>When we choose exotic ornamentals purely for appearance, we often install plants that are strangers to our ecosystem. They may look beautiful, but they have not coevolved with the insects, birds, and soil life of this region.</p> <p>And that matters.</p> <p>Many insects cannot digest their leaves or use their flowers for food. A garden can appear lush and vibrant while functioning like an ecological dead zone because it fails to support the food web that sustains life. Native wildlife needs the plants it evolved with.</p> <p>Research from entomologist Dr. Doug Tallamy has reshaped how many of us think about planting design. His work shows that a relatively small group of native plants plays an outsized role in sustaining ecosystems. These are called keystone native plants.</p> <p>They are the foundation species.</p> <p>In North America, roughly 14 percent of native plant genera support about 90 percent of butterfly and moth species that rely on plants as hosts. Caterpillars are not incidental. They are essential food for nesting birds. More than 96 percent of terrestrial birds feed insects to their young.</p> <p>Without these keystone plants, energy captured by plants cannot move up the food chain. The web weakens.</p> <p>There is a stark contrast between a native oak and a Bradford pear. Studies show that native oaks host hundreds of caterpillar species, while many alien ornamentals host almost none. The difference is not subtle. It is ecological infrastructure.</p> <p>Many exotic ornamentals were selected because they resist insect feeding. Gardeners appreciate plants that look untouched. But those same defenses often make them unusable to native insects.</p> <p>A perfect leaf can mean a silent garden.</p> <p>The shift for me was realizing that not all native plants carry equal ecological weight. Keystone native</p>	native plants
#403	94601	5	33	0	I agree and furthermore, the plants should be the natural varieties (not garden cultivars) that are native to this area (Alameda County or Oakland itself if possible) to best fulfill this ecological function.	native plants
#404	94612	3	10	0	Cultural Resource is a broad term not ONLY about tribal resources (which are critically important), it includes historic structures from various cultures in Oakland's History. Why no mention of historic preservation?.	arts and culture
#405	94605	6	0	0	Parks are for recreation. They are not spillover public housing. There needs to be a better strategy than just saying (in not so many words) that homeless people can live in parks. The recent fire at the Camron-Stanford House should be proof that this is a poorly fleshed out strategy that puts public and cultural landmarks at risk of being unusable for all Oaklanders.	green spaces, support services
#406	94606	2	50	0	*clean* free public restrooms in parks. If someone's gotta go, they gotta go.	public amenities

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#407	94605	6	40	0	Our neighborhood park, Concordia Park, has a neighborhood group that is working on improving the park-- hosting weekly trash pick ups, planting trees, etc. Oakland Parks employees regularly mow over approved plantings and show an egregious lack of care for the park. There is a needed cultural shift for the existing parks department. How can we change this status quo that undermines community efforts to improve the spaces we already have?	green spaces, maintenance
#408	94606	2	0	0	The areas under the bridges in lake merrit are spaces I want to enjoy but cannot because people are living there. We need to help support these people so this can be a shared community resource.	support services
#409	94618	7	10	0	Please map out some specific strategies here to prevent city from getting fined by regulators for debris and waste impacting the bay from unhoused in places like Union Park.	support services
#410			2	0	Highlighting indigenous culture isn't as good as returning land to indigenous people.	indigenous stewardship
#411	94606	2	30	0	Oakland's Parks department is critically underfunded. How are we supposed to conserve our greenspace and nature when all of our money goes to OPD? We should also adopt an ordinance mandating only native plants on City-owned land.	native plants, funding
#412	94609	1	30	0	Need to expand on what strategies are considered. Additional public bathrooms? Coordination with service providers? Inclusive design?	support services, public amenities, inclusivity
#413	94618	4	40	0	This section seems could use more clarity. How will this plan help guide competing goals and uses and park uses? How will the City know what unhoused and others need from parks "as a refuge?" for example, emergency response needs, bathrooms, phone charging, encampment space etc. And how do we ensure playgrounds stay playgrounds and don't become encampments?	support services, public amenities
#413	94621	6	20	0	Agreed. How will parks and their infrastructure (including public restrooms) remain accessible to the public 24/7 including unhoused Oaklanders? Will there be a maintenance plan to ensure bathrooms remain stocked and clean?	support services, public amenities
#414	94602	4	0	0	Everyone should be able to enjoy public parks. It is a health hazard to have people living directly next to waterways without having access to bathrooms and adequate trash disposal. This impacts the ability of people to safely enjoy parks. We need to offer wrap-around services and housing options to people in need while also making camping in public parks off-limits.	support services
#415			4	0	All of Oakland's creeks should be daylighted, restored by revegetating with locally native plant communities, and turned into publicly accessible parks. Courtland Creek and Sausal Creek serve as great examples of this, but on a small scale. This should be done City-wide to improve equitable access to nature and its benefits. Creek floodplains should also be restored to mitigate the impacts of flooding, and all roadside vegetated areas (curb strips, tree wells, etc) should be recessed below road level and retrofitted with curb cuts to capture and mitigate road runoff that causes flooding and degrades roads.	creek restoration, native plants, green spaces, climate resilience, inclusivity
#415	94606	2	0	0	PLEASE LISTEN TO SAUMITRA, he is an incredible resource and should be a leading voice in these conversations.	creek restoration, native plants, green spaces, climate resilience, inclusivity
#415	94610	3	0	0	Agree 100% to both Saumitra and Yannez	creek restoration, native plants, green spaces, climate resilience, inclusivity

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#416	94621	6	10	0	How will the city implement the unhoused and low-income housing strategies mentioned in this section? What funding streams will ensure this program won't fade away, but exist as a supportive measure for housing stability?	funding, support services
#417	94618	4	10	0	Yes, to supporting land trusts and co-ops.	policies
#417	94621	6	0	0	How will Oakland support land trusts and co-ops? Provide details in the upcoming draft LUTE.	policies
#418	94611	1	20	0	Dear Planning Commissioners and Staff, I am writing as a concerned Oakland resident alarmed that the General Plan Update does not include a public lands policy. Oakland's ongoing sale of public lands gives up valuable resources for limited public gain. I would like the planning commission to push for the City of Oakland to adopt a public lands policy that prioritizes allocating land to affordable housing and uses a ground lease structure instead of selling off public lands. Oakland must stop selling off public resources and ground leases are a much better way to ensure that in the long-term public land is used for public good. Please do not support a General Plan Update that fails to include a comprehensive public lands policy. The public lands policy should require the use of ground leases and should prioritize public lands to be leased for a de minimis for the development of affordable housing.	policies
#419	94618	4	10	0	Also monitoring existing housing stock so permanently affordable units are not lost to the market.	housing
#419	94621	6	0	0	Also use monitoring to prioritize affordable housing over market based housing that can displace existing community residents and/or remain empty with increased cost of living.	housing
#420			0	0	Are there other key strategies missing?	--
#421	94606	2	10	0	I fully support affordable housing, but unless it is funded, affordable housing requirements can sometimes result in fewer housing units being created, thereby exacerbating housing prices and homelessness. Affordable requirements mustn't be so high that they reduce overall housing production. Further, impact fees can be so high that they discourage housing production. Reducing both of these may actually result in more housing and thereby more affordable housing being created.	affordable housing, policies
#421	94606	2	10	0	Strongly agree with this sentiment.	affordable housing, policies
#422			1	0	I endorse ending parking minimums & introducing parking maximums! With less parking people will transition from driving to active/public transit.	transportation (parking)
#423	94610	1	20	10	Very excited to see parking maximums on here! This will help Oakland move away from car-centric planning towards a more equitable, healthy, and sustainable future.	transportation (parking)
#424	94607	3	0	0	Please see the governors Jobs First Initiative, listing Art and Culture as a growing sector that needs intentional investment, especially in Oakland where it is one of the fastest growing sectors and disproportionately contributes to the city's economic growth and diversification.	workforce, arts and culture
#425	94611	4	40	0	If you allow buildings in neighborhoods, say corner lots, to market as either retail or residential (removing residential only restrictions) it would organically allow integration of more local businesses at the neighborhood level without having to wait for mixed-use buildings to be created. Imagine corner stores and businesses throughout Oakland providing spaces for people to walk to near their homes.	policies

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#426	94621	6	10	0	I love this recommendation. Provide details in the LUTE for how the city can accomplish this recommendation.	workforce
#427			0	0	Other than these words, where are the educational spaces being planned?	education
#428	94611	4	0	0	I love this idea of thinking long-term. Let's assure that we build what is needed for today's children to be successful in 30-50 years by thinking about education, training, partnerships with regional universities and colleges, partnerships with businesses...	workforce
#429	94608	1	20	10	Require developers to provide transit passes to residents	transportation
#430	94619	6	10	30	We don't want more parking maximums.	transportation (parking)
#430	94606	2	0	0	I do!	transportation (parking)
#431	94606	5	10	0	yes!	transportation (parking)
#432	94618	4	10	0	Would like to see the word childcare and pre-schools / schools mentioned in this section as it is a key element of economic and community development. Cities and neighborhoods need to support childcare centers as an essential amenity, and not just focus on jobs and retail.	public amenities
#432	94621	6	0	0	Agreed. What programs and funding streams can the city develop towards this goal?	funding
#433	94610	1	30	0	Yes! Small retail spaces are great for community life. Can we also support businesses too small to need a storefront (things like food carts and sidewalk flower stands)?	businesses
#434	94606	2	0	0	We should be allowing business in and immediatly around bart.	businesses
#435			1	0	consider allowing in parks and plazas!	neighborhood centers
#436	94621	6	0	0	Great recommendations; provide actionable steps in the draft LUTE/other elements on this section.	businesses
#437	94612	3	0	0	Why is there no discussion of Historic Preservation Element which hasn't been updates since 1997. What about historic preservation of structures in parks, citywide programs? etc.?	historic preservation
#437			0	0	Agreed, especially when Old Oakland has such a concentration of buildings with historic facades and there are designated historic sites in other parts of the city?	historic preservation
#438		6	0	0	The Policy Subcommittee of the Cultural Affairs Commission suggests replacing "Cultural Districts" with "Community-Centered Initiatives" for the title of this paragraph because cultural districts are only one possible mechanism for addressing the preservation and strengthening of the many cultural identities/peoples of Oakland.	arts and culture
#439		6	0	10	The Policy Subcommittee of the Cultural Affairs Commission raised the question of why this was in the culture section. Of course, this is relevant to culture, but it's relevant to the entire content of the Framework. This feels marginalizing. Also, we wonder how this language was created and if it was vetted with the Ohlone people (who are the people indigenous to these lands), though there are many other Indigenous peoples in Oakland.	arts and culture, indigenous stewardship

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#440		6	0	10	<p>Rewrite of this section from the Policy Subcommittee of the Cultural Affairs Commission (Vanessa Whang, Jennnifer Easton, Mandolyn Ludlum, Joti Singh) HISTORIES, CULTURES, AND ARTS</p> <p>Unique Neighborhood Centers. Integrate local histories, cultures, and arts into neighborhood centers, planning, and placemaking processes. Work with community groups to uplift local stories and identify neighborhood-specific cultural assets, histories, and priorities, building upon resources identified in the 2018 Oakland Cultural Plan and Asset Map. Incorporate public art, cultural programming, and interpretive elements into neighborhood centers, public spaces, and capital improvement projects. Prevent the erasure of histories and stories of significance to the community.</p> <p>Community-Centered Initiatives. Preserve and strengthen Oakland’s cultural identities through community-centered initiatives. In partnership with community organizations, explore and support initiatives that honor and preserve existing cultural identities of Oakland’s neighborhoods as well as reflect the evolving ones. This includes supporting current (2026) City-designated cultural districts: the Black Arts Movement and Business District (BAMBD) along 14th Street, Latinx Cultural Arts District in Fruitvale, and Lakeshore LGBTQ District, as well as established cultural areas, such as Chinatown and the Black Cultural Zone, shown in Figure 8, and new and evolving cultural districts and areas Align such planning with local business associations and their economic development efforts to include culturally significant retail and commercial services. (For more information on the City’s current work in establishing a Cultural Districts program, visit the Cultural Districts webpage.)</p> <p>Spaces for Cultures and Arts. Maintain, develop, and provide infrastructure and support for artists, cultural workers, and cultural institutions. An initial step should be to do an audit of City-owned cultural spaces (status of physical plant, maintenance/upgrade/design needs, assessment of public use) and a cultural equity gap analysis. Assess costs of maintaining and creating spaces to meet community needs,</p>	arts and culture, content readability
#441		6	0	0	<p>And beyond! The Cultural Plan’s Asset Map captures a fixed moment in time - the assets keep evolving. Identifying key community groups to work with to ID significant assets will be important to the integrity of the work, and those groups may shift through time.</p>	arts and culture
#442	94618	4	10	0	<p>What would this support and partnership look like? Money? Promotion? How would this be different from status quo? Some examples would be helpful either in Oakland or from other cities.</p>	arts and culture
#443	94618	4	0	0	<p>Is this referencing public or private centers?</p>	arts and culture
#444	94607	3	0	0	<p>Work with existing cultural districts and the arts and culture community to create an ordinance to implement AB812 for local and state recognized districts, which add a 1/2 mile radius around the district for potential artist housing. Consider making the 10% requirement (which is a percentage of a percentage) the floor and provide incentives to developers to create more artist housing than is required by the state law.</p>	arts and culture, policies

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#445			1	0	Maintenance of public facilities is currently sorely lacking. Filthy, contaminated restrooms, unsafe and unhealthy public defecation, rats garbage and filth are allowed to accumulate in close proximity to AAMLO and others libraries, which should be cared for like the treasures they are. City maintenance has dropped the ball on simple projects such as cleaning roof gutters. Our future planning absolutely must prioritize improved and restored maintenance services for all our public spaces, with a zero tolerance policy for human feces in the garden landscaping around our civic buildings. It is a shame that to be mentioned.	maintenance, policies
#446	94618	4	20	0	I searched Cultural Districts in city website and could not find the page. Is there still a page on the City's new website? Can you give better direction on how to get more information? How does this align with 2018 Cultural Development plan?	arts and culture
#447	94621	6	50	0	Provide actionable steps for land rematriation and Indigenous consultation in future draft elements.	indigenous stewardship, land preservation
#448	94618	4	30	0	Would like to see Oakland be more playful and joyful and join other cities in building play for all ages into design and planning. This goes beyond parks, but incorporates play into art, culture, and design, following the play everywhere movement https://nyc.streetsblog.org/2021/09/22/opinion-playable-cities-are-the-next-public-space-frontier https://kaboom.org/all-stories/play-everywhere-creates-opportunities-everyday-spaces/	arts and culture, inclusivity
#448	94621	6	0	0	I like this idea as a step towards third spaces mentioned on page 23.	arts and culture
#449	94607	3	0	0	This district extends all the way down to Frontage Road, not Mandela Parkway.	arts and culture
#450	94606	2	0	0	Little Saigon not making this is wild.	arts and culture
#451	94605	6	0	0	Why is this cultural district so massive compared to the other ones? This does not seem like an area that should be reasonably considered a "district." It is not compact or dense enough to be able to create a cohesive feel or sense of place. I don't know if this is just laziness since this is more or less the 40x40 area, or something else, but this makes no sense as one giant district. This is almost an entire council district. This needs to be broken up into several Business Improvement Districts or smaller cultural districts.	arts and culture
#452	94621	6	0	0	I appreciate how simple this map is compared to previous maps. Please make more like this in future documents and/or implement previous suggestions for making maps more accessible for all readers.	Content Readability
#453			0	0	There are no federally recognized tribes in Oakland. The idea of land transfers must be carefully vetted. The current requirements for band membership seem so open that nearly anyone can be a band member. Please take due care in weighing and considering any requests for property transfers where the recipients are of primarily European heritage.	indigenous stewardship
#454			3	0	All vegetation must be native plant communities. Non-native plant communities simply do not host nearly as much biodiversity, which is why the wealthiest Oakland residents tend to choose to live near natural areas rather than public parks and other non-native green spaces. The benefits of biodiversity should be accessible to everyone.	native plants

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#455	94618	4	10	0	Will this replace the current community-driven, equity-driven CIP process and list that was groundbreaking and widely celebrated for transparency and community engagement? I find it hard to imagine finding new opportunities for new facilities when the City is so backlogged on renovating existing facilities. Joint use and co-location do not seem like a priority for this equitable distribution section when wait for implementation would be far to long.	community engagement, inclusivity
#456	94607	3	0	0	Upgrade existing cultural assets that could be utilized as climate resilience hubs.	arts and culture
#457	94618	4	30	0	Suggest adding standards for future public facilities that support community resilience. Meaning every new public CIP project should incorporate climate and community resilience features.	public amenities
#457	94621	6	0	0	Agreed, this should become a city development standard.	public amenities
#458	94610	3	20	0	Please require only native plants for all new green spaces	native plants, green spaces
#459	94606	2	0	0	Community and Cultural Facilities (the City owns two Cultural Centers - Malonga Casquelord Center for the Arts and Oakland Asian Cultural Center) - hopefully thru this element more can be developed.	arts and culture
#460	94609	1	30	0	Is there room to mention 'prioritizing native plants wherever possible'?	native plants
#461			3	0	ALL roadside vegetation areas (curb strips, etc), all parking lots and commercial areas, and all new developments should have rain gardens to hold runoff and mitigate flooding. Climate change is making our rain events more intense, and flooding will become an increasingly serious problem especially in low-lying areas in Oakland. Mitigating flooding and the urban heat island effect by mandating the creation of rain gardens (and vegetating these rain gardens with locally native wetland vegetation) will protect the most vulnerable communities in Oakland from flooding during rainstorms, heat during heat waves, and pollution year-round. Planting native vegetation is necessary to preventing the total loss of Oakland's unique biodiversity and creating more equitable access to the benefits of living near nature.	climate resilience
#462			0	0	Cultural Districts should arise out of the neighborhoods, not by top-down policies.	arts and culture
#463	94605		20	0	I believe the other commenter is right. I have often thought that punitive action won't work, but a campaign toward a cleaner Oakland would. How about starting with free dump days for would-be dumpers all over Oakland (it must cost a lot to send out crews all over. Why not work with these people to find out the whys? There has to be a better way.	maintenance, policies
#464	94605		0	0	please reduce the noise from 580 and other freeways.	transportation
#465	94621	7	10	0	Property Management companies should be held more accountable for the condition of properties that they manage. A large number of properties are poorly managed and property management companies are just collecting rent.	accountability, policies

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#466	94621	6	0	0	How will the city update the Environmental Justice Element (standalone and wrap around) to include concerns provided in this interactive document?	EJ communities
#467			4	0	Increasing penalties for illegal dumping won't stop it alone; right now, most people who illegally dump garbage never even get caught, so people who do it can correctly expect to get away with it. Using cameras or license plate scanners that DO NOT share or sell information to outside agencies or companies may be an effective way to ensure that illegal dumping violators don't keep getting away with it.	maintenance
#468	94621	6	10	0	What legislative/statutory strings can the city pull to prevent land owners from abandoning their properties during the remediation process? If a property is abandoned before this would come into effect, would the city become responsible for funding and completing full remediation of these sites? How would this fit into the public lands policy/strategy?	funding, policies
#468	94621	6	30	0	Given the timeline of ongoing remediations, such as the former AB & I Foundry site, what can/will the city do to prevent new developers don't worsen pollution in impacted communities like East and West Oakland?	climate resilience
#001			0	0	Do these strategies meaningfully address community priorities?	--
#002	94618	1	0	0	Due to rising construction costs, infill housing construction recently has been limited to small, missing middle housing like ADUs in Oakland. These Mixed Housing Type Areas are where we need to go big on, and where we must remove as much barriers limiting construction and housing in them as possible to deal with the housing and climate crises right now.	climate resilience, housing (density)
#003	94618	1	0	0	Combine these zones into one zone, and get rid of du/acre limits. The city can still govern density by height limits (for instance, a height limit of 3 stories and FAR of 3.0), but unit caps can go. At the very least we should match Berkeley's 70 du/acre density in Mixed Housing zones.	housing (density)
#004			2	0	There should be no development on undeveloped lots in this zoning designation. These are the last remaining natural habitats in Oakland; they have existed here for tens of thousands of years and once they are built over they are gone forever. Oakland residents 100 years from now should still be able to see the natural areas that make Oakland so unique (and should have easier access to them than Oakland residents today).	vacant lots
#005	94618	1	0	0	Although we are going through a retail apocalypse along corridors, in old strip malls, and downtown, many of these neighborhoods with this zoning designation still need places within walking distance to get basic groceries. "Neighborhood businesses where appropriate" must include things like small grocery stores or bodegas.	mobility

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#006			1	0	Limits on the maximum number of units push developers to build larger, more expensive housing to maximize profits. This discourages more affordable housing in these areas, so increasing these numbers (maybe double) would help improve long-term affordability in Oakland if that is a goal.	housing
#007	94621	6	10	0	Ensure alignment between zone intent, desired character/use, and final baseline use. Ensure new zones, like the community mixed use zone don't provide opportunities for EJ communities to get new polluters under reduced scrutiny. See my previous comment about the human health risks auto-businesses pose in this proposed zone.	mixed-use, EJ communities
#008	94621	6	0	0	Prioritize incorporating urban greening in light industrial and transportation mixed use zones where housing already exists and provide a 500 ft green buffer for proposed housing units near transportation hubs.	green spaces, industrial areas
#009			0	0	the map that contains the max densities is not clear and easy to read, consider adding a table or other key to make it more legible	Content Readability
#010			1	0	consider applying these designations to more parts of west oakland	housing, businesses
#011	94621	6	0	0	Prioritize EJ and safety principles when developing these new mixed use zones. Keep in mind the condition of existing EJ communities to prevent the creation of newly impacted communities and residents.	safety, mixed-use, EJ communities
#012	94621	6	20	0	Explicitly define low-impact as well as noise prevention and pollution prevention methods from proposed sites that are energy and water intensive. Ensure the electric power grid can support new development where proposed; do not consider gas-powered plants for "green" or "blue" industry.	climate resilience
#013	94607	3	0	0	I am writing to comment on the March 2026 Draft Land Use Framework, specifically the proposed 5.0 FAR for the Technology and Research zone along Mandela Parkway. I am concerned that an allowable height of 8 stories across from residential homes—specifically below 18th Street—will significantly impede solar access. For instance, at 17th and Mandela, an 8-story structure on the Chronicle site could cast shadows on our residential block until 11:30 AM during winter months. This appears to conflict with the city's broader goals for Environmental Justice (EJ-4) and maintaining healthy, walkable neighborhoods. I request that height limits below 18th Street be lowered or modified with stricter Solar Step-Backs to protect the solar rights of existing residents.	--
#014	94621	6	0	0	"Appropriate" in the light industrial designation was created from lack of environmental protections in the past, ensure that future light industrial development won't worsen EJ concerns for existing residents, students, and workers.	industrial areas, EJ communities
#015	94621	6	10	0	Conduct all necessary studies to ensure the proposed green, low impact industry is in fact green. Do not implement stop gap pollution infrastructure such as carbon capture usage and storage (CCS/CCUS) as a means of obtaining green industry.	policies
#016	94621	6	0	0	Engage in Port Management planning; don't expand the Oakland airport to have 18 additional gates rather continue existing upgrades. Support the upgrade and total electrification of rail lines (including Amtrak) so that train travel becomes more affordable and preferred transportation for local and statewide travel.	transportation (electrification)

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#017			0	0	Not sure why you would limit densities in a Central Business District. Just allow developers to build as many housing units as they can.	housing
#018	94610	3	10	20	Oakland can and should aim to have more people & homes than San Francisco so we can be an affordable home for more working class people and refugees	housing
#018	94619	6	0	20	Adding too much density to Oakland will reduce our quality of life and diminish individual neighborhood personalities. We don't want to become San Francisco. Much of Oakland's affordability issues come from high taxes. Rent is high? Look at property taxes and insurance. Renters keep approving extra parcel taxes for homeowners and rental property owners to pay without thinking about where the money comes from.	housing
#019	94621	6	10	0	Move glossary to front of document behind the table of contents. Put in-text reminders for readers to refer to glossary like there were references to the tables and figures.	Content Readability
#020			0	0	I demand that we protect and re-zone all remaining undeveloped public land for public access to nature and that we use ONLY native plant communities to vegetate city parks and other landscaping	native plants, vacant lots
#021	94621	6	10	0	Follow previous guidance about how to make such a complex map more accessible.	Content Readability
#022	94621	6	10	0	Make map more accessible; head previous guidance.	Content Readability
#023	94621	6	0	0	Follow previous guidance about how to make this map average user friendly.	Content Readability
#024			0	0	Unclear what areas the PCAs refer to	Content Readability
#025			0	0	it is unclear what areas the PDA boundaries encompass	Content Readability
#026	94610	3	0	0	Consider upgrading Broadway to BRT	transportation (bus)
#027	94610	3	20	30	980 needs to be removed	transportation
#027	94619	6	0	30	This project would be a huge expense and would take a very long time to complete. During that time there would be a lot of dust and pollution, extra traffic in the surrounding areas etc. The 980 is a valuable freeway. Allowing traffic to move faster makes for less pollution in the area. If the city doesn't even have the money to fix the potholes on our surface streets and freeways, how are we going to afford this huge project? Plus, where is all the construction debris going to go? Think about our environment. All that freeway debris will be trashed, more concrete will be poured, and it will take over a decade for the project to be finished. Meanwhile the roads under the freeway work just fine, it's an easy neighborhood to get around in and the freeway isn't an issue.	climate resilience, funding
#028			0	0	Oakland can't keep a fast food chain like InNOout open due to crime, and you think ANY tech, bio-tech company is going to want to be here? Oakland has the highest business license fees in the Bay Area and the highest crime rate. You should be THRILLED to have at least some industrial base of tenants to keep the properties and city doing business. This is beyond illogical and will never happen until Oakland cleans up its problems	businesses
#029	94610	3	0	0	Bikes and greenways are part of transportation and should be in that section	transportation (greenways)
#030	94610	3	0	0	eliminate parking requirements near transit . add bike parking requirements and ideally transit passes	transportation

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NORTH OAKLAND MAPS					--	
#001	94607	3	10	0	Fully support. Oakland needs business development, and this area is perfect for it. Remove the trucks and add business that's better for the community and dollars for the city.	businesses
#002	94607	3	0	0	I am writing to comment on the March 2026 Draft Land Use Framework, specifically the proposed 5.0 FAR for the Technology and Research zone along Mandela Parkway. I am concerned that an allowable height of 8 stories across from residential homes—specifically below 18th Street—will significantly impede solar access. For instance, at 17th and Mandela, an 8-story structure on the Chronicle site could cast shadows on our residential block until 11:30 AM during winter months. This appears to conflict with the city's broader goals for Environmental Justice (EJ-4) and maintaining healthy, walkable neighborhoods. I request that height limits below 18th Street be lowered or modified with stricter Solar Step-Backs to protect the solar rights of existing residents.	--
#003			0	0	West Oakland and this corridor specifically needs to feature light industrial and not clean-tech, R&D, etc. Those tenants will not come to Oakland until this area is better maintained by the City. Right now this neighborhood has lots of blight, illegal dumping, and unhoused people -- in order to get the kind of users that the City wants in this area, it needs to hold up its end. Calling this area Light Industrial in a general plan would better reflect the current realities along with the City's commitment to serving this area. Unless further investment takes place, saying this neighborhood will be for higher uses is unrealistic.	technology and research, industrial areas, maintenance
#004			1	0	this park needs some maintenance and activation to make nearby residents feel like they can use it. i live nearby and never see anyone using it when I walk by	green spaces, maintenance
#005			0	0	Neighborhood with Lake Access, great transit, bike infrastructure, shopping, dining, and much more. Should allow high-density, high-rise housing throughout the neighborhood. Also applies to the East Side of the Lake.	housing
#006			0	0	this area should also be a neighborhood center, as mentioned in the main part of the document	neighborhood centers
#007	94608	1	0	0	This is a perfect location for a bike/ped greenway on the existing center mall, former RR that connects the Emeryville greenway, pedestrian/bike bridge over the RR going east and connects to the developing greenway from Berkeley to BART	transportation (greenways)
#008	94609	1	20	0	I love the proposal for more greenways - and this line is also drawn through existing residential housing. Can this map be more detailed/specific as to where these greenways will actually go, without displacing anyone, so the plan is more realistic and feasible?	transportation (greenways), content readability
#009	94610	1	0	0	Would love a greenway as drawn here!	transportation (greenways)
EAST OAKLAND MAPS					--	
#001	94605	6	0	0	Extend the Seminary Greenway or create a Green Parkway Connector on Seminary along the eastern boundary of Mills College.	transportation (greenways)
#002	94605		10	0	Green Corridor for MillMont!	transportation (greenways)
#003	94602	4	0	0	Suggest you add potential library branches— Hoover -Durant at the old Community Market and Piedmont Branch.	public amenities

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#004	94602	4	0	0	Suggest you add potential library branches— Hoover -Durant at the old Community Market and Piedmont Branch.	public amenities
#005	94605	6	0	0	This is the MLK Jr. Library on 69th and International. It's a small neighborhood branch library, but it is an important part of the community, especially for kids attending the nearby schools (there are at least five schools surrounding this library). This branch serves as a safe place where grade school and young teens can come to use computers for homework and learning, access the public wifi, and even enjoy an after-school snack. The library hosts a weekly bicycle clinic (free for anyone in need) and also has a lunch program during the summer months for kids (but adults in need are also served). The library more than pulls its weight in serving the community and should be included within the Neighborhood Center boundary. Walking the several blocks between the library and 73rd Ave. is not the most inviting experience and could use some love and attention.	public amenities
#006	94605	6	0	0	This is the Elmhurst Library, a beloved mainstay of this rough neighborhood. This small library is a safe haven for kids to come after school, where they can use the computer, access the public Wi-Fi, or relax in the backyard garden with the resident hens. This library hosts a Coffee with the Cops program that has been well-received by neighbors and has helped bring a measure of relief to the illegal dumping/homeless encampment issues in the area. The library also serves as a neighborhood cooling center for those without the means to stay cool during a heat wave. Please extend the Neighborhood Center's boundary to encompass the library.	public amenities