

Development Activities Meeting Report (Version: 06/24/2020)

This report created by the Neighborhood Planner and included with staff reports to City Boards and/or Commissions.

Logistics	Stakeholders
Project Name/Address: Oakland Crossings Parcel A Mixed-Use Development – 3401 Boulevard of the Allies	Groups Represented (e.g., specific organizations, residents, employees, etc. where this is evident): OPDC OBID OCO Schenley Farms Civic Assoc South Oakland Neighborhood Group OTMA Institutions Residents Elected Officials
Parcel Number(s): 28-K-105, 28-K-107, 28-K-109, 28-K-111, 28-K-113, 28-K-115, 28-K-118, 28-K-119, 28-K-124	
ZDR Application Number: DCP-ZDR-2022-04420	
Meeting Location: via Zoom	
Date: July 11, 2022	
Meeting Start Time: 5:30 pm	
Applicant: Walnut Capital	Approx. Number of Attendees: 48
Boards and/or Commissions Request(s): Planning Commission.	

How did the meeting inform the community about the development project?

Ex: Community engagement to-date, location and history of the site, demolition needs, building footprint and overall square footage, uses and activities (particularly on the ground floor), transportation needs and parking proposed, building materials, design, and other aesthetic elements of the project, community uses, amenities and programs.

<p>Community and organization engagement started 1 year ago. Meeting include briefing stakeholder organizations, public meetings, City hosted meetings, meetings convened by elected officials, and Development Activities Meetings.</p> <p>Parcel A is first piece of overall project. Urban placemaking goals include:</p> <ul style="list-style-type: none"> • Build Connections – linking Fifth & Forbes to the Boulevard with quality urban elements. • Mixed-use at Scale – expanding scale, density and uses along Halket Street. • Transform the Experience – with a pedestrian friendly streetscape and public greenspace. • Quality Urban Living – high density, walkable living close to the jobs. • Amenities – for residents, workers and visitors. • Neighborhood-focused Retail – including a grocery store. • Oakland Gateway Opportunity – building a landmark presence at the Boulevard. <p>Applicant showed detailed renderings of building and highlighted architectural elements, urban public spaces, mobility, urban public realm treatments, and plant and material palettes. Working to keep most of the bulk and height on the Halket Street side of the parcel and set the building back along the Coltart side to lessen the impact on residential neighbors. Provided building programming – grocery store is key anchor and other street level retail; parking garage, and apartments. All parking (438 spaces) is completely internal and ½ are stored below grade. All loading and trash is internal as well. Proposing 426 apartments with 10% affordable.</p> <p>Provided before and after images from several locations to show the scale and mass of the proposed building within the surrounding context.</p> <p>Discussed Public Benefits Agreement info:</p>
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- Provide affordable housing: 10% of units will be affordable and participate in HACP Project Based Housing Choice Voucher Program; 35-year commitment.
- Contribute to Workforce Training: \$250,000 to be contributed to a workforce training partner to provide training to City residents; May be utilized for construction training and/or skills training for potential employees
- Ensure Union Construction: All initial construction to be performed by union shops
- Building designed to sustainability standards set forth in the Performance Points section of the Zoning Code for this district
- Meet M/WBE participation goals with focus on local hiring: All construction contractors and subcontractors
- Implement smart transportation demand strategies: Transportation Demand Manager to be hired.
- Utilize and incorporate universal design attributes.
- Utilize green infrastructure techniques.

Input and Responses

Questions and Comments from Attendees	Responses from Applicants
Have you purchased or are you in the process of purchasing the Quality Inn parcel?	We have not purchased yet, we're in the process of purchasing.
Now that the zoning ordinance has passed, do you own all the houses on Halket St?	Same as above. We're in process of purchasing.
On the Zulema side, how much closer or farther from Zulema St is the facade of the building from what is there now?	Applicant showed setbacks from presentation slidedeck. The zoning ordinance controls this and the proposal meets the ordinance.
Where is the "retail along Halket" we kept hearing about at Walnut Capital meetings?	Retail runs along half of the Halket Street frontage closer to the Blvd of the Allies.
Green Buffer – will the "green buffer" actually be green, or will it be a concrete?	May include some retaining walls but plantings in ground is focus. Maximize the amount of planting. We are working through the details. The grading/slopes of the site requires some concrete retaining walls.
Explain how the "internal loading" is going to occur. Why did this necessitate the building being 425 feet long?	Internal loading set up to minimize impact to neighborhood. This requires more room to allow internal maneuvering by large delivery trucks.
What will be the addresses of the grocery and residences?	That is controlled by City's addressing division.
Regarding slide 61 which says, "10% of units will be affordable and participate in HACP Project Based Housing Choice Voucher Program". If HACP funds are not available, are you released from this requirement, despite having gotten two extra stories for it?	We will have a solid agreement with HACP in the works, to be reviewed by DCP.
Why limit only a 35-year commitment to Voucher Program? That is one generation, then "Sorry, you have to	The voucher program only runs for 20 years usually but we are extending it.

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move". That is no way to treat the families you say will live here.	
How is entry into grocery and other retail ADA compliant? Only the Grand Staircase is evident.	That is something we will get into during final design. The slopes require some creativity. There will be ADA access. It is required.
What is the plan for housing the residents on Halket Street since their residence is being torn down?	That is not our responsibility. They have contractual rights. That is managed outside this process.
Regarding actual construction: - What is the timeline once it gets started? - What streets will be closed? - What is the plan for parking for workers?	We will have to submit a construction management plan to City which includes these items. This is part of the building permit and approval processes. Construction is probably 36 months.
Comments were submitted to the applicant team on recommended improvements to slidedeck.	
What is timeframe for public approval process that was not in the presentation.	Hopeful to be in Planning Commission in September with approval in October.
How do you keep the fumes from the garage space from floating down to Coltart homes???.will fans be running 24/7???	We are sensitive to this and will design proper mechanical systems to deal with that. We have not designed that yet.
Given the misnomer of "green buffer", are you guaranteeing the trees there in perpetuity?	Ordinance is clear about what is required and we will meet that.
What is the breakdown of parking....residents vs grocery shoppers?	We haven't finalized the ratios yet. This will be reviewed in a parking demand management system. Our parking and transportation consultants will have to give the final answer on that.
Where is the shadow study?	We don't have one as part of this presentation or that it's required.
How are you planning to repair and renovate sidewalk quality in the proximity of the development to ensure accessibility and quality of journey?	We will do whatever is required by the City. Accessibility is handled by DOMI and we will comply with their requirements.
Are residents going to be eligible for parking passes??	No, I don't believe residents are eligible for RPPP.
There's no mid-block entry to building aside from loading dock?	Planning on grocery having 2 access points along Zulema and Halket Streets. Residential lobby will be accessible on Louisa and Halket Streets.

Questions and Comments from Attendees	Responses from Applicants
How many vehicles do you estimate will exit onto Louisa Street?	Hard to say. Parking demand management study will tell us that. Will provide that upon completion. Refining the access – ingress and egress.
That parklet does not appear to foster non-autocentric rest. It seems like a key chain of trees to a whole lot of concrete. Will there be an area specifically designated as a park without vehicle entrance?	We think parklet is nice amenity. We think it will be an area of congregation and it's designed that people can gather there. Our hope is that people will use it. Grab something at grocery store and sit outside to eat. Still finalizing the design of that.
Is there a provision for drop off/pick up at the grocery store?	We haven't gotten through that detail yet. It may be fully internal. Our guess is that will be internal near parking area.
Are you considering shopping carts rolling down the grade into the street?	Part of the reason that we will have internal parking to help manage this.
Is the accessibility ramp also just the main entrance to the grocery store?	No. Goal is to have all entrances accessible but we are fighting grades.
Stormwater management plan? mitigation against heat island effect (given all the heavy masonry that will be in full sun all day)? depth of planting wells on the courtyard?	We will comply with all ordinances. We are working hard to comply with the performance standards and have the best in class stormwater management. Mitigating heat island has been thought of in the design of the building . Being a good neighbor has been in the forefront of our mind.
What does affordable mean within the context of south oakland as a whole? How are you ensuring financial accessibility to students and community members who have previously inhabited the site of development?	The ordinance and HACP has very specific standards you have to meet in terms of AMI and operations and all aspects of that, and we are complying with those standards.
In what way does the commitment to accept vouchers indicate the affordability of the units themselves? And: affordable to whom, exactly? What % AMI?	It's on the HACP website, Housing Choice Voucher page. I don't want to misquote them. We will meet those.
How many units will be affordable? I didn't hear, 42 or 43? I thought things rounded up.	It is 10%. We don't have the final mix; we are working that out. The ordinance does tell you how you calculate 10%, you do round up.
when does the 35 years start? when demo begins? digging starts? or when units are advertised and available?	It starts on the issuance of certificate of occupancy.
What are ballpark rents? Do HACP offer vouchers at that high subsidy?	All the info is available on the HACP website. I don't want to speak to how they determine eligibility. Rents Q - No, we are trying to forecast 3 years out.
Do you have a commitment for Fresh Food Market, or is that just a "plan"?	The commitment required under ordinance requires that we have a contract in place at time of issuance of permit.

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What grocery will operate grocery store?	Not at liberty to say who yet. It will meet requirements of the fresh food performance points.
Can you articulate the feedback that DCAP provided on this project?	They challenged us to think about things. They were excited by the mixed use and density and transformation. They will release those comments publicly.
How many feet back from garages will there be from Coltart?	There is a 15' green buffer and another 5' around building.
It seems quite likely that traffic will be a problem with the trucks coming out - it is close to the intersection, which is difficult today in present condition when the light at the boulevard is red.	Our traffic engineer is looking at all that. We think this design will minimize conflicts. And that why loading will happen internally at times that are appropriate.
Are you saying you expect HACP/whatever housing subsidies will disappear in 20 years with no renewal/replacement?	No, it's 35 full years.
Can you detail how the facade of the parcel A development will mesh with South Oakland as a whole? Aside from basic architectural aspects, and more in reference to shapes, heights, trim, & form?	That's part of our architects discussion with CDAP. We want to amplify this idea and are proud of what we are proposing.
Will there be a crosswalk between the parklet and parcel A?	Our transportation engineer will determine. We do want to foster connectivity and pedestrian access. We are looking at how to facilitate safe pedestrian access.
I see that the first building at the corner of Blvd of Allies and Halket Streets is to be 425 feet long. It is my understanding that the reasoning has something to do with space for delivery trucks to the anticipated grocery store. Why is that necessary? Are there any other buildings in Pittsburgh that have been permitted to have a 425-Foot length to accommodate delivery trucks or for some other reason?	425' is now permitted by code. It was necessary for access and loading. There are a number of new buildings that have been built that are much longer, such as Lawrenceville. This is not particular long or out of scale.
At what location will the trucks enter and exit the proposed building? Will they turn around or back up onto streets -- with the accompanying "back-up beeping?"	Site plan shows internal parking area. Trucks will enter, unload, and exit from same location. Backing up will happen internally.
Where will the rubbish for tenants and for the grocery store be located? Will the rubbish be picked up and removed from the building on a daily basis?	Everything is happening in the internal area. We anticipate daily pickups.
What will be the hours that deliveries can be made into the 425-foot building?	Our traffic engineer, theTDM plan, and city requirements will determine this.
What streets will be closed/restricted during demolition and construction? And for how long? Zulema must not be closed -- we need that street for access to Post Office and and to depart from Oakcliffe heading east.	We don't know yet, but certainly don't anticipate any of those streets would be fully closed. Part of what is required from DOMI is a construction management and

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	street management plan. All that will be reviewed and determined by the City prior to approval of the permits.
Will the developer pay the city for any of the street closures?	The City has rules and we will comply.
I recall that Halket at Fifth was to be closed for at least one year when WC started demolition of buildings on that block. We still have an empty hole at the Halket/Fifth corner. Will we expect something similar with this WC project? That is, how long will the entire construction and furnishing of the Phase A building take?	Looking at 36 months.
What are plans for the mitigation of anticipated demolition? For example -- keeping dust down, keeping mud from running onto streets, lighting splashed onto residences and streets, etc.	That is handled by PLI as part of permit process. The City has ordinances for timing as to when that can occur. Our demolition and construction teams has done a lot of work in the City and we will take care to be not be particularly disruptive to the neighbors.
Who is the single point of contact for up-coming problems? Can we text/call that person 24/7?	Yes. We will make that available to RCOs once those decisions have been finalized.
Can we expect any changes to be made to WC plans as a result of this DAM?	Yes. This is an evolving process. Part of the purpose of this meeting is to take input under advisement.
Exactly what constitutes the "Louisa Parklet"? It looks like narrow bits of landscaping around the driveway, parking spaces, and resident drop-off points.	We are still designing that parklet. What is a functional space is in the eye of the beholder. There are a number of public spaces throughout Pittsburgh that are used in different way. It will be a nice amenity for the neighborhood.
What is the actual square footage of the footprint, no estimate?	I don't know the answer to that.
I am a member of one of the 17 groups that regularly use the Community/Conference Room in the Panera on the Blvd. of the Allies, which is slated for demolition. Will the new facility, which is to have a grocery store and retail space, provide a Community/Conference Room and parking? There are no other spaces in this part of Oakland that can accommodate groups of up to 25 people. The MahJong group that I play with is diverse and multi-cultural with disabled members. We meet twice a week. Panera's space has been a tremendous benefit for us and for all East End residents. It would be a sad loss if similar space is not provided in the new building.	We will have to talk with the tenants on how they want to use that. We can't commit at this time.
Cars coming out onto Louisa will cause unsafe conditions there - it is a small residential street that is not made for	We don't know yet. We think we are going to have around 420-425 units. We don't exactly know the mix yet.

Questions and Comments from Attendees	Responses from Applicants
this large commercial use. what is the breakdown of unit type?	
Why was the massive amount of space taken for the internal loading area needed to be this large? Why was it decided that trucks should load from Halite street, which is extremely narrow versus the width of Zulema?	We are looking for efficient, internal loading. This is the best location that services the entire building and is internal. This creates the least amount of disruption to the neighborhood.
Aside from requirements, your set values and commitments to community quality of life and services will be severely impacted & undermined if you do not consider the surrounding areas and work with the fabric of the community to figure out solutions. I hope to see continued commitment to your proposed goals with the perspective of residents outside of the development in mind.	
Why does the building massing step down with a surface parking lot and driveway toward Louisa Street? This side of the building faces the Forbes Corridor with much taller structures and shouldn't step down in this way.	That is a design issue but we wanted to make sure that folks coming to the residential side of the building have an attractive residents. We want Louisa to be connected to the site to accentuate the mixed uses.
the louisa parklet still appears awfully small for what you are saying its proposed use is. A parking lot with a few trees and chairs do not constitute a "congregating space" with the benefit of nature and shapes. I find it hard to believe pedestrians would opt to occupy that area over the sheltered areas facing zuelma. The louisa parklet seating seems more for people waiting rather than resting	I think we will have to agree to disagree a little bit. If you look throughout the City you will see highly utilized parklets of this size.
Why wasn't a bi-level grocery store examined, where the massing could be split across two levels allowing for a more attractive structure and a better use of the ground floor space? A single level seems to be a waste of space.	Part of getting a tenant is figuring out what works for them operationally. There are very few if any two level grocery stores. We think this works and will provide the amenity the neighborhood wants.
Will we be seeing a large tv screen anywhere on the development? like the one at Barkery Square?	We don't have any plans for that at this point. We aren't planning on any exterior screens at this point.
Would like to encourage the presenters to understand that "we will comply with city requirements" is not an answer to any of the design questions being asked here. Perhaps the designers, and not the lawyer, could be answering those questions.	
Why was Strada selected as an architect for this project? What experience do they have with a mixed use residential structure of this scale? A quick examination of their works shows they have never tackled a structure of this size and scope before.	I don't think this should be about attacking the architect. Strada is world class architects that are based in Pittsburgh and care about Pittsburgh. I don't think it is appropriate for an ad hominem to attack them in a DAM.
What is the recourse if the grocery store closes but two extra stories were allowed for it?	The City ordinance puts into place the requirements for operation and size and we will meet that. There are provisions in the ordinance that if you fail to meet that

Questions and Comments from Attendees	Responses from Applicants
	there's potential fines, there's potential pulling of the occupancy permit. All that is set up in the ordinance.
When is a certificate of occupancy granted? when advertised or when available for moving in??	When the work is complete and that when it would be available for moving in.
Three driveways on Halket St doesn't make for an improved pedestrian experience, rather a more dangerous experience.	
When does demolition start?	Our hope would be somewhere around 1 st quarter of next year.
Zulema street is four traffic lanes and two parking lanes wide, and is relatively low traffic. There is more than enough room for loading and truck turn arounds without wasting an *enormous* amount of space in the interior of the structure. I do not understand this aspect of the structure at all.	
Do the large trucks exiting onto Halket have to turn left because of the angle?	Yes.
Why was this heavy traffic site— so high traffic the plan is named Oakland Crossings— designed with only two additional retail sites?	I think we want to have a full service grocery store there that can survive and thrive and that's why it is set up the way that it is.
What is CDAP??	That is the Contextual Design Advisory Panel. That is a group of architects and design professionals who review projects that are sent to them by Zoning and development review staff for input on design aspects of proposals.
Isn't it premature to offer this plan if you don't know what the traffic/loading/pedestrians will be??? that is critical to Oakland	As part of the City Planning process there are different studies that you do. There is a stormwater study, transportation study, parking study. At this point we have done a lot of work with those consultants over the past 6 months to year to understand exactly how this has to be laid out and work, and they are finalizing their reports. We think this is perfectly appropriate time to have this DAM and proceed with the plan.
I don't feel his use of terminology is necessarily appropriate to answer most of these questions. Will there be future discussions specifically with architects and urban designers?	There will be discussions at Planning Commission and that is a public process. There will also be City agency comments.
If designs are as vague as the answers to these questions, it's hard to understand what exactly the Planning Commission can review.	I don't want to get into a fight. I think what we showed was 40 slides with detailed design on all aspects, bird-eye views, pedestrian perspectives, so I'm sorry we disagree. We think the slides are as detailed as any DAM meeting you attend.

Questions and Comments from Attendees	Responses from Applicants
<p>It is difficult to check anything because not all dimensions were given. For example, it would be helpful if slide 25 provided all lengths along the perimeter. Also, a scale should be given. Can you reshare the slides before the hearing?</p>	<p>Yes, we can put dimensions on slides and answer questions submitted tonight. We will share with the RCOs.</p>
<p>Regarding Zulema Park, will that be used for staging?</p>	<p>No.</p>
<p>We were never shown the "new" view toward Cathedral of Learning from Niagara street. Right now it is a tremendous view, I think we will not see the Cathederal in the future.. am I right??</p>	<p>I don't know.</p>
<p>To clarify the Strada Architects point— this isn't an attack, but a legitimate question for this structure. This structure has odd massing, bizarre facades, and seems to be a structure too large for this team to tackle. I am sure that they are capable architects, but this seems to be a first effort for a project of this scale. Why wasn't a more established local architecture firm with experience with more residential structures selected for this project?</p>	<p>I know they say it's not an attack but I can tell you they are world class architects based in Pittsburgh. We have worked with them for years as have many other prominent developers and developments, including a number of which have been recently approved by the City. We are very comfortable with them and think they do a great job.</p>
<p>Could DCP please clarify for everyone in what way this project could be considered ready for a DAM, given the presenters' unwillingness or inability to provide any substantive answers to the public's questions?</p>	<p>The way projects get to a DAM is they first start out with a pre-application meetings and at that time the development team is made aware that they need a DAM with the RCOs. Once a development application is submitted, that is when we start scheduling a DAM. We would like applicants to have earlier community engagements prior to the DAM and the DAM would preferably represent a final stage of engagement. It really depends on when an application is submitted and how far a project has been designed and whether the development team feels it is ready for a public hearing.</p>
<p>Replacing Residential Compatibility with Ht Reduction Zone has been an issue for residents. Thus my additional request to show the Ht Reduction zone on slide 14. It doesn't appear to be compliant.</p>	
<p>Will we receive answers, that were not available this evening, before the presentation to City Planning?</p>	<p>Sure, to the extent we can provide answer we are happy to do that, like the dimensions. Again, there's a City Planning functions, DOMI functions, those are part of the approval process. I think we have answered most of the questions. We are happy to share this information and as we finalize it.</p>
<p>So WC knows views are important and are building to capture the view toward the river, but then they seem to have no regard for our Oakcliffe view of the Cathedral of Learning that gives us a sense of place. The tall building will definitely block our view and WC knows that.</p>	

Questions and Comments from Attendees	Responses from Applicants
Why wasn't an underground parking garage designed in this structure?	There is an underground parking garage in this structure.
To clarify, why was above level parking added, why wasn't all parking designed underground?	In order to keep the parking internal and not spill over into neighborhood we wanted to make sure there is adequate parking for both residential and retail. And that why it's been designed to be both underground and above ground to contain our uses, our users, and our tenants.
We were only given three days to review this new presentation. Although not a policy, can City Planning arrange for at least 2 weeks for resident review prior to Planning Commission meeting?	The Planning Commission meeting won't be until September. We have to submit presentation in advance of Planning Commission. We are happy to answer questions in the interim.
Would the development team be willing to participate in another DAM?	No.
Where is the outside parking?	The only outside parking is by parklet where it is the residential entry court.
So in other words: it was too expensive for it to all be underground? It's okay for that to be the answer, just looking for clarification.	The answer is no.
So we would not get another opportunity such as this with urban planners and architects answering these questions?	We will submit answers to the questions. Other than the public process, I don't know that there will be another opportunity to have these discussions.
Will notice be given to RCOs when the developer returns to City Planning DURING CONSTRUCTION to change the plan or materials? Walnut Capital did this twice during construction of the Craft Professional Building, both times resulting in something less desirable. We found out when we saw it on the building.	Materials and the plan are approved by City Planning Commission. The RCO doesn't have approval process over those materials.
I would like if you could really detail how the façade of Parcel A development will mesh with South Oakland as a whole. I know you talked about basic architectural aspects and forms and I know how you said you are proud of it; however, I am really curious about the studies you have done or the exact shapes or details or trim or how you really expect it to mesh as it is a significantly taller building than the majority of apartment and general structures in the area. Realizing there's a lot of historical building surrounding, I would just love to see detailed plans, renderings, anything such as that. I'm sure the architects have many more renditions in terms of plans and renderings.	The renderings we shared tonight are probably 6 th , 7 th generation and are continuing to evolve. I think it is important to note that this is the first project to use the new UC-MU Zoning and that the Oakland Plan has just been adopted so this is very much in compliance with the UC-MU and in compliance with the aspirations of the Oakland Plan. I think in terms of looking the forms and looking at what it is that the City and the Oakland Plan aspires to has to be the framework through which you are reviewing this development. Again, this is the first project in the UC-MU and we think very clearly it checks all those boxes.
I completely understand about compliance, however, I am just curious as a resident of Oakland and someone who will be inhabiting Oakland for years to come and to	We are taking input here, from CDAP. All this will get shared in advance of the Planning Commission meeting. It

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<p>Pittsburgh in general. I know it is one of the first, but I'm curious if and when those will become publicly available. Also, to have a better view and also as an architecture and urban planning student I would love to actually be able to see those details. You may not have the best answers to this but if you could send those along to the host of this meeting or if they will be available in the future.</p>	<p>will all be publicly available for comment, review, and discourse.</p>
<p>A lot of my questions are to understand the massing of this structure. To clarify, I really do want the units in this project to be developed, I want the grocery store, I'm not afraid of height, of building in any way, shape, or form. It's just I don't understand some of the massing decisions that were made in this structure. There are certain things like the fact that the façade that faces Halket Street and Zulema Street are just a single façade with barely any setbacks that just don't really make sense to me from both a wind and light perspective and from an aesthetic perspective. Just looking at the structure you can see how the architects were trying to integrate multiple materials to different façade techniques to break up the massing but I just don't understand why some decisions were made for this massing that require the architects to try to jump through hoops to make this structure attractive in some form when the massing itself could just be modified with a couple simple revisions that would make it much more attractive without having to do these crazy façade treatments.</p>	<p>I think the design is in the eye of the beholder. The ordinance does have requirements for articulation and for change of different materials. We are on multiple generations here. We took it to CDAP who I think was favorable towards the design. I certainly respect your opinion on it. We are certainly very proud of what is here and it does meet, from an architectural standard, a very high standard. I know that architects and design professionals can disagree sometimes.</p>
<p>A good example of what I think is a success story for City Planning of recent is 1501 Penn development in the Strip District, the old Wholey's building site, and it faced a big controversy and it ultimately had to be redesigned. And the redesign that they came up with is very attractive. They took a blank façade and added articulation to that structure and greenery and a million other things, and I think now it's both a success for that developer and City Planning and the public for having a way more attractive structure there. I think part of this process is to bring in more perspectives, like my own and other people in this meeting. I think it would be worthwhile to have a discussion with the architects to try to see if there's any small tweaks or improvements that we could make to the design with different perspectives to try to make it something that everyone can be a little more proud of.</p>	<p>We are looking at it.</p>
<p>Corey Layman: Would Tom / Strada be able to talk about what happened at CDAP as it is related to the peer review of the design? The design has evolved a little bit through that process and we're expecting revisions from CDAP. CDAP did have some recommendations around massing and detailing. I think there's some understanding around the challenges of this site and programming generally but</p>	<p>Design process is part of the City review process. It is a true peer review. This is a dialogue and an ongoing process. Some of the things we heard at DCAP is the facades. We are trying to make sure it's something that is progressive but also appropriate to Oakland. We are trying to make Oakland a more connected neighborhood with South Oakland and holistically. We are looking at</p>

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<p>there were some recommendations to respond to this site and the context.</p>	<p>inspiration to a lot of different things. CDAP highlighted things that we are continuing to work on and will all see in September. Some of that includes how we use materials, how we identify the building with the various facades, heights and changes at the cornice lines. The CDAP meeting was last week so this is ongoing and we are taking all the comments. We will take all the comments to heart and do the best we can do to make something that is durable, sustainable, and most importantly interesting to the community of Oakland. We have a lot of thinking to do and we don't take any of the comments lightly.</p>
<p>Could Tom Price / Strada expand on the comment in his introductory statement, that the purpose of future development on Halket is to support research?</p>	<p>The density of this urban development is meant to sustain where we think the future of Oakland is going, driven by research, medical, and advanced science technology otherwise. This is something that will support that. We think housing is an important element to grow in Oakland.</p>
<p>It sounded like there were different areas had different purposes and I was wondering if, in fact, Strada was privy to more information than the public has been given about the future disposition of the rest of Halket, for instance, and whether there were plans for compliment this particular building with research facilities along Halket. That is the substance of my question. It's fine if there isn't an answer to that or if it was me misunderstanding the initial comment.</p>	<p>We don't know the next stage of Halket yet. We think it will be primarily residential but we don't know. Our focus is on Parcel A. We weren't making any statement like that. We think housing is an important element to support the growth of Oakland.</p>
<p>Is there a check list from CDAP that must be met? Are you meeting with them again with changes?</p>	<p>I don't believe there is a checklist; they are advisory. The comments will go to Planning Commission.</p>
<p>I am thinking about whether there is a fire or the building collapses. If the building collapses, is there efficient route to get out of the building and what routes are used?</p>	<p>All that is dictated by code and we are designing a building that we think is a 100-year+ building. Foundations, materials, fire safety. Strada is very skilled to design for this.</p>
<p>Speaking back on the massing of the structure, I have a couple of ideas. One of which is the way structure has a setback facing towards Coltart which I think is good idea there because you are facing single family homes. Potentially one way to break up the massing would be push back the tower that's there slightly so that way there's a tower and podium facing Halket Street. Or, if you wanted to be really exotic with this structure, which would require a lot of redesign, by having a pedestrian passage way through the structure, almost like one cut through people use now through the Panera Bread parking lot from Halket to Coltart so they can get closer to Central Oakland. If there was a way to have a pedestrian square or something in the center of structure that was sort of divided. Obviously, that tricky because the grocery store is there and it can't be bi-level but some sort of passageway there would allow for way more retail space and I think</p>	<p>Thanks.</p>

Questions and Comments from Attendees	Responses from Applicants
<p>would be ultimately a much more exciting structure for people to try to interact with. Maybe if the internal loading area were compressed significantly or was moved to Zulema Street to some extent you could allow for the space to move over the grocery store and then have a cut through there. That could be a place where everyone could congregate. Those are rough ideas; I'm not sure what commentary you could provide. I thought I would just share.</p>	
<p>Oh yes!!! please a passageway!!! That is what City Planning promised us when Oakland Plan was first introduced!!</p>	
<p>Regarding Connor's comment, isn't a mid block passage a "best practice" in urban planning?</p>	
<p>100% passage ways are great.</p>	
<p>And I would just say with Oakland and most of the City as a whole, I spent a bunch of time in Boston and there is a ton of squares in various parts of the neighborhoods that are in Boston. In Pittsburgh we don't have that and if there were or any space like that where there could be just pedestrian focused, it would be so amazing and this space is one where it called Oakland Crossings. It's got a ton of traffic from people both in cars and walking. This is like the perfect place for something, for that to be. Even from Walnut Capital's perspective, if you could have more retail spaces there for more businesses, it's good for the public where they can interact with it but also you're collecting way more rent from the businesses that are there. It's good for everyone really. I know this is designed so far and it's hard to make huge revisions but that's something that I wish there was a process that we could integrate this feedback before the design.</p>	
<p>We have begged for passage way for more than a year. Fell on deaf ears and indoor seating in a passway next to a coffee shop. if I ruled the world.</p>	
<p>Is Panera coming back to this bldg.?</p>	<p>We don't know. We aren't able to talk about any deals with have or tenants at this point.</p>

Additional comments in the chat that were not read aloud:

- Could DCP/Zoning please clarify eligibility for bonus points - my understanding is that the affordability bonus point is intended for an *additional* 5%, assuming the baseline 10% for IZ.
- I believe you as building owners can guarantee that this will not be part of RPPP.
- Please show how the Height Reduction Zone has been applied on slide #14.
- Lots of things still being finalized... so how do we know what we will really see.

- Complies with the ordinance did not answer the question of how proposed setback relates to current.
- exactly. I feel "compliance" with ordinances does not hold the connotation of supporting the community and considering the individual who will inhabit this area on a daily basis.
- I agree with Andrea - isn't this meeting supposed to be an opportunity to get these answers?
- I also agree with Andrea's comment. We need specifics at this point.
- He said HACP current program ends in 20 years. They have agreed to something (I don't recall details) for 35 years.
- This is not a design to be proud of.
- It is totally valid to feel proud of this project, however I asked about the details of the development itself
- This is a development activities meeting, and counsel's pride in his client's design is not sufficient to respond to public questions asking for more information about that design.
- What is the role of the person speaking in walnut capital?
- Is Walnut Capital willing to consider any changes based on this meeting?
- Is this person an architect, urban planner, or something else?
- The individual speaking is Walnut Capital's land use attorney.
- A Planning Commissioner specifically said that 400 ft was not in context for this location.
- The green overlay is rather generous for anything resembling a "park"(let) on Louisa. Looked like concrete planters.
- The site section is rather misleading considering the enormous end pieces of the building.
- I understood that the 425 increase in length was at the request of WC ... so saying that WC is just complying with ordinance is more than a bit misleading. WC asked for it, so they can do it. Many residents asked for shorter buildings.... less than the 400 feet originally in the ordinance.
- Confidence does not reassure many who depend on street and sidewalk accessibility
- my input -- 425 feet is too long for this building
- These buzzwords are concerning me about the transparency of this development
- another good point Andrea. too many unknowns... still fully developing etc. this is just not right.
- he doesn't know a lot!
- There needs to be another outlet for this discussion. We cannot actually have a conversation in this format, and are just getting non-answers to legitimate questions.
- We'll probably get "final" version days before Planning Commission, as has happened before.
- Are there individuals in the walnut capital room who can give us actual answers about scale and footprint? I'm sure someone there knows. Can others also answer questions?
- Are those studies about the internal loading publicly available?
- how many days BEFORE the hearing at Planning Commission will WC revision be available to the public
- Dimensions were missing from many slides.
- I thought that the city has eliminated the term "parklet" -- is that not true?
- Given the number of unanswered questions, will there be another DAM?
- This seems like a nightmare for handicap/wheelchair.
- I see nothing that should be called a parklet.
- "parklet" looks like trees... no place to sit??
- ahhh. concrete and trees
- Realizing RCO does not have approval, it was a question of courtesy if changes are made.
- I agree - isn't this meeting supposed to be an opportunity to get these answers?
- Tom thank you so much for directly speaking and adding detail to these answers. I can definitely understand some of the material use choices to connect central Oakland to south Oakland. I would love to hear more from you in the future

Additional Notes: DCP Staff will send additional comments and questions, including those in the above bullet pointed list, to the applicant team so they can update the presentation and share it with the RCOs.

Planner completing report: Stephanie Joy Everett