

SUPPLEMENTAL/REVISED

June Report and Agenda Items from OIO Land Use Infrastructure Working Group

1) **Scope (Mike Petouhoff, chair 10 minutes)**

- a. We decided on four main elements defining our scope of work to be undertaken in coordination with the Oakland City Planning department.
 1. **Review the current Land Use and Transportation Element (LUTE) of the Oakland General Plan, (1998)** with view towards how an update might make Oakland more pedestrian and transit friendly, partially by way of producing an “**ecocity map**.” The map is designed to assist in finding centers of vitality to act as magnets for higher density and diversity of land uses while also designating areas especially beneficial to remove development to save energy restore open space and facilitates urban agriculture and natural restoration.
 - a. Create **Oakland Ecocities Map** for proposed centers of vitality.
 - b. Recommendations on associated zoning appropriate to facilitate **Urban Villages** to further **Transit by Proximity** by combining high density of use with high diversity of use, that would allow a hybrid type of mixed use, that combines co-located residential, retail, and special clean commercial job centers to be, to take advantage of economic trends towards more smaller, cleaner and more service oriented businesses, in certain locations. Define the parameters in a CEQA context, for types of job inducing clean commercial uses that would be appropriate. This would introduce **Community Oriented Development**, to complement traditional **Transit Oriented** development.
 2. Propose proactive **architectural design standards for high density development, public open spaces and street scopes** similar to what the city of Oakland recently produced in their “Design Review Manual for One and Two Unit Residences” but also including multi-family and mixed use development, and including novel features to make new construction simultaneously energy conserving and people friendly.
 3. Explore the full range of **infrastructure** support for less automobile dependence, and more transit-oriented, pedestrian friendly, bicycle friendly, energy conserving car and cart mobility solutions, including car-free by contract housing, car-free streets and car-free districts, including:
 - a. Those aspects within **the City of Oakland’s control** such as streetscapes, street furniture, or other infrastructure created through **improvement agreements between the city and developers**, and or **development impact fees**, and
 - b. Those aspects that the city may act in a coordination or advocacy role with agencies such as BART, AC Transit, CALTRANS or others.
 4. Explore the potential of transfer of development rights and more direct means, such as simply investing public money, to accomplish energy and land saving density shifts delineated by the ecocity map toward developing future pedestrian transit centers. The “de-development areas” would generally be those farthest from the centers and those preventing the restoration of important natural elements like creeks and those where expansion of community gardens, parks and sports areas are needed. Propose modifications to existing Oakland TDR ordinance.

2) Preliminary View of Oakland initial Ecocity Mapping work to date (5 Minutes)

3) Community Outreach Proposals (Mike Petouhoff, 5 minutes chair)

a. Key Messages:

1. How did we get to where we are at now, with automobile dependent cities? The intentional effort by Standard Oil, GM, and Firestone to buy up mass transit in the 1930's- to 1950's, and the antitrust lawsuit where they were found guilty of collusion.
2. How density and use diversity in coordination with transit is environmentally friendly.
 - (1) Examples of where this has worked in livable cities such as Curitiba Brazil, Portland, Bogota, and Vancouver.
 - (2) Examples of groups that now support this approach.
3. How changes in clean technology manufacturing, and economic trends towards a greater percentage of jobs coming from smaller, cleaner and more service oriented businesses, can open the door for new types of zoning that put jobs closer to living and shopping, for transit by proximity in urban villages.
4. Examples of how much we currently subsidize automobile infrastructure and sprawl compared to transit.

b. Key Processes:

1. Agendized presentation to the Planning Commission at the scoping stage and the later detailed stage, and continued planning staff coordination.
2. Outreach to broader public groups.
3. DVD on success story in Curitiba available from KTOP.
4. Public information discussion or seminar as stand alone or in combination with other OIO working groups.

4) 20 minute slide show on ecocity design as relates to oil and climate change (Richard Register)

- a. The conviction in Ecocity Builders, the non-profit of which Richard is President, is that cities can run on one tenth the energy presently required for any particular population in the typical American city. Thus the ecologically informed land use and correlating infrastructure of architecture, networks like streets, rails, elevators, bridges and waterway are the primary source of demand – either small or large demand – and constitute the armature for best arrangement of best technologies and practices leading toward very low energy living in cities, towns and even villages. His presentations have been shown in 24 countries and 28 states and feature specific land use patterns and particular urban design features and technologies from around the world. Since he will be in Montana during the July meeting, he is suggesting this presentation be scheduled for the **August** meeting of the full Task Force.

5) Emergency Consensus Recommendations

a. Whereas:

1. The very ambitious and important charge for our Task Force to establish oil independence requires bold, decisive and speedy action,

b. Therefore:

1. We feel the need to recommend to the City Council and Mayor to make statements and initiative policies that assist in leading the city toward oil independence. A means to accomplish rapid and effective change is for our Task Force to help with both public education and new policy simultaneously by recommending statements and policies where the whole Task Force has consensus as to the importance of helping initiate policies that contribute to oil independence or criticizing policies that impede oil independence.
2. Two immediate policy statements recommended, perhaps stated as emergency findings of the Task Force:

- a. Support of plastic bag ban
- b. Opposition to Fourth Bore of the Caldecott Tunnel