

LAND USE:**HOUSING**

- Housing activates and supports retail
- Difficult and expensive to do housing over retail
- Ideal for apartments and condos (near Downtown)
- High-density residential not desirable because people need open space
- High density housing preserves open space
- Cluster high density around 27th near Lake and Whole Foods
- Franklin Street between 21st Street and 22nd Street = Pedestrian only!
- Reduce the dotted circle indicating potential locations for upper floor residential to exclude the large parcel between Webster Street and Broadway by 24th Street
- un-couple housing from parking onsite to push development at purchase/rent price down
- No limits on residential density within building envelope = more housing stock.

RETAIL

- Need adequate parking areas
- What is the minimum square feet for Retail Priority areas?
- Designate more area for mid-large retail
- Clarify which types of retail/commercial on Northern Streets of Broadway
- Close some streets to provide retail footprint
- Cluster regional retail on lower Broadway
- Go for big retail
- So much space reserved for “large format” kills organic growth, large areas left blighted
- Divide Valdez Triangle into two areas along Valdez Street, west of Valdez Street for retail and east of the Valdez street for residential
- Fine grain retail at Valdez
- Anchor on Broadway between 23rd and 24th Streets
- Encourage small business incubation as part of retail strategy
- No Wal-Mart
- BART station at Telegraph and 27th Street with tunnel connecting to Broadway

OTHERS

- What about Westlake? How does the plan affect the adjacent middle school?
- “Mixed Use” designation too broad. Needs finer grain.
- Where is the dog park?
- Is there more specificity regarding affordability? % AMI?
- What happened to any more room for medical?

COMMUNITY DESIGN FRAMEWORK:**HISTORIC PRESERVATION/ADAPTIVE REUSE**

- Preservation is a top priority
- Adaptive reuse over new construction
- Encourage façade refurbishment as part of entitlement to build multi-story behind an existing historic façade

PUBLIC COMMENTS

- Overlay retail and historic
- Town plaza preferred in the lot where Biff's is located
- Do not consider Biff's to be attractive
 - (response from another member of the public) Not if you see the original architect's renderings

ENVIRONMENT/OPEN SPACE

- Open up Glen Echo Creek as much as possible
- More Daylight

CIRCULATION, ACCESS AND PARKING:**PARKING**

- Provide sufficient parking for destination retail
- Do a count of the number of parking spaces currently in the area
- Do parking maximums for housing, not minimums – unbundled parking!

BIKE-ORIENTED

- We have a strong master plan for bike circulation – bike lanes all along Broadway would be great
- Currently the triangle is totally bike friendly. Plan as is will only reduce bikeability (Broadway bike lanes would be good).
- Consider parking-protected bike lanes on Broadway
- Streets without bike lanes should require bike-friendly traffic calming elements (29th Street section)

PEDESTRIAN-ORIENTED

- Please emphasize Broadway as pedestrian- and bike-oriented street, encourage cars to drive/park elsewhere
- Rethink widths of sidewalks. Revisit "City" by White. "Intimacy" of less width can be very useful to retail and human happiness in general – balance sidewalk width with need for bike lanes.
- Much better bike/ped crossing at Harrison Street and 27th Street
- Design pedestrian connection at W Grand Avenue and Harrison Street

STREET CARS

- Need to see a section of Broadway with Street car – may be too narrow to permit parking and bike SW and travel lanes
- Don't fixate on a streetcar before studying transit thoroughly. There are many ways to improve transit – they may be cheaper and quicker to implement

TRAFFIC

- Concerned about vehicles cutting through Richmond Avenue in order to get into the neighborhood or to the freeway.
- To really have shared street, must have very slow speed limits – 10 MPH? (29th Street section)

DESIGN

- Be wary of sun-angles regarding heights of buildings and the ability of vegetation to grow
- Needs improvement on Freeway underpasses
- Travel lanes should be 10' maximum on collectors (24th Street section)
- 11' maximum drive aisles possible? (29th Street section)
- #2 travel lane (non-bus) should be 10.5' maximum (27th Street section)

OTHERS

- This map is significantly outdated regarding bike routes – please update/correct
- Class II in progress on Franklin North bound
- Proposed Class II drawn on Broadway between W Grand Avenue and 25th Street

IMPLEMENTATION STRATEGIES:**GENERAL**

- Make area SAFE
- Water/ecological cycles
- Connection to Lake Merritt

ACTIVATING SPACE

- Suggested activities:
 - Farmers market
 - Food Trucks (around office buildings in the Area)
 - Temporary events
 - Temporary outdoor sculpture park (ex. Pappa John Sculpture Park in Des Moines, IA)
- Look at closing street to traffic (i.e. Webster Street) like Belden Lane in SF

PARKING/TRANSPORTATION

- Need timed signals to give vibrancy to community
- Incentivize early development on existing surface parking lots
- Reduce parking requirements as part of adaptive reuse flexibility
- Secure, medium-term bike parking solutions are needed here (bike link lockers, bike station) and on-street bike corrals