

THE 6733 FOOTHILL PROJECT

Ace Hardware Site Redevelopment



Table of Contents	Page #
Project Overview	2
Community Outreach History	3
FAQ's	4
• Affordable Residential Housing	4
○ Architecture/Color/Design	4
○ Operations	7
• Traffic & Parking	10
• Public Charter School	11
• Retail	13
Key Contacts	15

Project Overview

Redevelopment of the Ace Hardware site is proposed to include new construction of 204 affordable housing units and a K-8 school serving local Oakland families. Parking will be provided onsite via 115 stalls. The project is located 1/4th mile from the Eastmont Transit Center.



Old Ace Hardware (has since been demolished)

Community Outreach History

1st Community Meeting - February 21st, 2018

This meeting was held at the Eastmont Police Substation. It was well attended by over 50 residents, hosted by Councilmember Desley Brooks, and provided feedback from the community. We took that feedback and diligently worked in cooperation with Oakland City Planning on several design iterations over the next 8 months.

2nd Community Meeting (ad hoc) - November 14th, 2018

This ad hoc meeting was held at a neighborhood coffee shop. It was a more focused meeting with community leaders who were able to have a more detailed one-on-one discussion with the developer. The newly elected city Councilmember Loren Taylor was in attendance. Specific design elements were discussed, along with the feasibility and rationale for each design decision made by the project.

1st Approval Review - November 28th, 2018

The project was presented at DRC. The community feedback voiced at DRC led to design and function changes to the project.

3rd Community Meeting - January 15th, 2019

This meeting was held at the Melrose Branch Oakland Public Library. It was well attended by community members and leaders. The developer was able to continue dialogue and present design changes resulting from previous community meetings and comments.

4th Community Meeting - February 2nd, 2019

This meeting was held at Aspire College Academy. This community meeting was held to address current or future Aspire families' questions and concerns surrounding the charter school portion of the new development. The broader neighborhood was also invited to attend again. Childcare and translation services were provided. City Council member Loren Taylor attended, as well as Jahmese Meyers of the Planning Commission.

5th Community Meeting - February 23rd, 2019

A fifth community meeting is scheduled for February 23rd, 2019, at Aspire College Academy from 1-3 pm for all community members interested.

In addition to these official community meetings, there have been continual communications between the developer and various community leaders, neighbors, and city officials throughout the past 18 months.

FAQ's:

Affordable Residential Housing: Architecture/Color/Design

Question: Can you add ground floor residences with stoops?

We agree with the general idea that this site would work for ground floor residential units. Much of the properties directly across from the site are ground floor apartments or single family residences. We had pursued stoops in a previous design at the request of City Planning. Without locating the residence on the ground floor the stoop really struggled to work. At DRC on Nov 28th, both planning commissioners and community members requested we remove the stoops. If ground floor units were part of this project the stoop design would be a clear choice on treating frontage for both 67th and 68th. In practice, the single limiting factor for every design element on the ground floor of this project is garage ventilation. Fire safety code requires that we either naturally ventilate the garage on the perimeter or mechanically ventilate the garage. If we enclose any more of the perimeter of the garage, for example by including units on the ground floor, it will require us to mechanically ventilate. Mechanical ventilation is accomplished by means of a series of vertical chases through the core of the building. These chases reduce units on 4 floors and offset any unit count gains for locating units on the ground floor in the garage while simultaneously increasing the cost of the project significantly. For these reasons both ground floor stoops and residences are not viable for this project.

Concern: The bold colors on the building are not a good fit for the community.

The original design incorporated bold colors as highlights on the exterior of the building. We recently canvassed the Havenscourt neighborhood to capture the personality and general sentiment of what color palette is favored by the community. These surrounding properties served as a base for developing three new color schemes for the housing facade. Each of these options will blend in very well with the existing neighborhood. We propose that these color options be considered by the community during the community meetings and that the final color selection presented at DRC should reflect the community input. We welcome your feedback on this matter. In the circulated survey you can voice your opinion for your favorite exterior color palette.

SURVEY links:

<https://www.surveymonkey.com/r/6733Foothill>

<https://www.surveymonkey.com/r/6733Foothill-spanish>

Below are the three new proposed exterior color palettes:



Question: Can you design more outdoor greenspace for the community?

The community would like our project to provide generous greenspace. During the November 28th DRC, Commissioner Manus suggested that an appropriate replacement of the stoop design is to provide more greenspace on 68th Avenue as a benefit to the community. We directed the landscape architect to improve the atmosphere of the frontage by expanding the use of plants, trees and native grasses. Street trees were added and runoff treatment areas are now included between each of the tree wells. The revised design now proposes to add 39 new trees to the community landscape. This is accomplished by locating the trees on the perimeter surrounding the site. The result of these improvements is a significant increase in the amount of green space on a very tight site.

Concern: The building is too high and it will shade my property.

We performed a shadow study that shows how the shadows are cast throughout the day. Below is a graphic showing the shadow study at 4:00 pm:



LEVEL 1 SCHOOL / STREET LEVEL PARKING GARAGE

Question: Can you add street trees?

We recognize the benefit that trees provide to the community. Namely, a more pleasant experience for pedestrians, reduction of building energy demand/consumption, environmental benefits to flora/fauna. We will provide 39 new street trees around the perimeter of the project. We welcome any feedback at community meetings as to the preferred species of trees to be planted.

Question: Will the design provide emergency vehicle access to the property?

The project will be designed to ensure proper access for emergency vehicles at all times to both the housing and school.

Question: Can you change the architecture to Spanish style?

We have had some community members request use of Spanish architecture. Feedback from the broader community though is mixed. Some appreciate the modern look and want to keep it. Typical architecture of schools is more modern with an increase in transparency (windows) for students and staff. We wanted to match the design of the school with the residential portion of the building. Practically speaking, Spanish architecture is difficult with this large of a building. For these reasons we have chosen to keep the general architecture more modern.

Affordable Residential Housing: Operations

Question: What is affordable housing?

The simple answer is housing that doesn't cost more than thirty percent (30%) of your family income. We as a country have generally agreed that housing expenses shouldn't be more than 30% of what you earn, leaving 70% of your income for food, clothing, transportation and other necessities. If you spend more than 30% of your income on housing expenses, you are considered "overburdened". Rental housing is made affordable by many Federal and state programs. More than 80,000 apartment communities across the country are assisted with one form or another of government assistance. These apartment communities make renting an apartment affordable for millions of Americans.

Question: Do we really need affordable housing in our neighborhood?

Affordable housing is broadly understood to be extremely needed in this community. Cost of living escalation is driving our working families out of Oakland. The city of Oakland has set a goal for 14,765 units to be built. This project will provide much needed housing for working families in the Oakland community.

Question: Who decides how many affordable units we need in Oakland?

Oakland's Housing Element has identified the need for 14,765 units of affordable housing. The 204 affordable housing units at 6733 Foothill will deliver much needed progress toward achieving Oakland's goal.

Question: What kind of people are renting the affordable housing? Could they be criminals?

We run a credit and background check on all adult applicants and household members. They must pass this in order to qualify for housing. The criminal background screening looks at the category of a crime, type of conviction, and how long ago it was, then approves or denies based on our settings. We deny applicants with a criminal history in areas that would tend to make that person a bad neighbor – crimes against people, property, or society. The length of time that a person would be denied for a specific offense varies, from 2 years to 50 or more. This allows for the fact that people can make a mistake, and can turn their lives around.

Anyone who is qualified can rent. Generally, we see people who are already part of the community where the property is located moving into the property. These are often households that are currently living in spaces that are too small for their household, or they may be currently sharing living space with another household or extended family.

Question: How is this property going to ensure safety?

Beyond the screening we perform on residents, we have a comprehensive set of rules that both residents and guests must follow. Most of TPC's properties are equipped with a camera system and secure building entry system, which requires residents to use fobs to access the property, and for guests to call residents in order to enter the building. Security and/or camera monitoring may be contracted depending on the property needs. With property management on site during business hours, and at least one staff member living on the property, the management team will be highly alert to the residents' safety, and familiar with all residents who live at the property. Management will take immediate action if an unauthorized occupant is suspected of living in an apartment. We also try to build good relationships with area police. Regular inspections of the building and units

will be completed by staff, various agencies, lenders, etc. Violations of health and safety codes or rules observed during inspections are addressed.

Question: How will we keep the children at the school safe with the blended housing and school building? How are you separating the two uses and ensuring safety?

Practically, the two are in separate, unblended, facilities. The school and housing each have controlled entry and exiting points separate from one another. There is no interior connection point between the housing and school. Students will enter the school at the playground, directly from the parking garage drop-off/pickup zone, when traveling by automobile and at the main lobby entry on Foothill when traveling by foot. Housing tenants will enter and exit the building at a driveway on 67th when traveling by automobile and at the main lobby entry on Bancroft when traveling on foot. School and housing tenant circulation will remain physically separated throughout the site. The only possible exception to this might be in the parking lot during school pick-up/drop-off, which will be heavily monitored. The proximity of residences to this school is not so untypical of other urban schools. Rather than compromising safety, we feel it can enhance safety. You will have a greater community of residents concerned with the safety of their homes and children, both during school and after hours.

Question: What is the selection process?

At some point during construction an interest list opens and people interested in the housing can submit their contact information. This is usually completed by a combination of phone, email, and website form. Some properties use that list on a first-come, first-serve basis. Others have a lottery, where all the names on the list are assigned random numbers and re-ordered. Whichever method is used, once the leasing office opens, the staff starts contacting people at the top of the list and works their way down. We usually start by having people complete a short pre-application to confirm income eligibility and the size of unit that folks are interested in. After that the application process begins with the credit and background check, followed by income verification and rental history.

Question: Do these type of large apartment complexes ever have “neighborhood watch” programs?

Yes, we operate several properties with active neighborhood watch programs. We offer support for this in whatever ways we can.

Traffic and Parking

Concern: There are too many parking spaces. We want to encourage residents to use public transit.

We also support the city in its goal to encourage public transit. We find that 0.5 space per unit is a good balance between the city's goals and the desire of residents to use personal transportation.

Concern: There is not enough parking to support the increase in housing density.

This project is located in a public transit corridor that includes a BART station and a transit center. Property management will clearly communicate with future residents about parking availability. Below is a map of the current public transportation routes:



Question: Could you build under-ground parking garage to provide more parking spaces?

We have been reviewing the viability of creative parking designs as they relate to affordable housing projects. Sinking the building into the grade presents significant cost challenges and also introduces mechanical ventilation requirements. A second option to lowering parking below grade is to use stackers. These are becoming much more common in mixed use projects like this one. While a very good option for reducing the

footprint of parking on a site, thereby optimizing the space for residential units, at over \$20k per space the cost reality is not sustainable if we are to keep these units as affordable. There is also inadequate clearance for a stacking system.

Question: If under-ground parking cannot be built, can there be an above-ground parking structure instead?

A two story parking garage will not be built because that would require us to reduce the number of residential units provided.

Question: Traffic exiting the drop-off and pick-up is able to turn both directions. Is there a way to turn 67th and/or 68th into 1 way streets to make it safer for the local neighborhood and students?

We are very open to this idea of turning 67th and 68th into one way streets, however that decision resides with the City of Oakland and their traffic department.

Public Charter School

Concern: Why are you building another charter school?

The Foothill Aspire campus will be a consolidation of two existing Aspire campuses: Aspire Triumph and ACA. These facilities are old and require substantial maintenance. We face ongoing facility challenges related to heat, insufficient space for learning and play that impact conditions for our scholars and team to thrive. The Foothill campus is perfectly situated between the two current schools and will house the existing student body of both Aspire Triumph and ACA. These are students living in your neighborhood that deserve a quality facility for learning.

Question: Could you build a more transparent fence along the school playground so that there is more connection to the neighborhood.

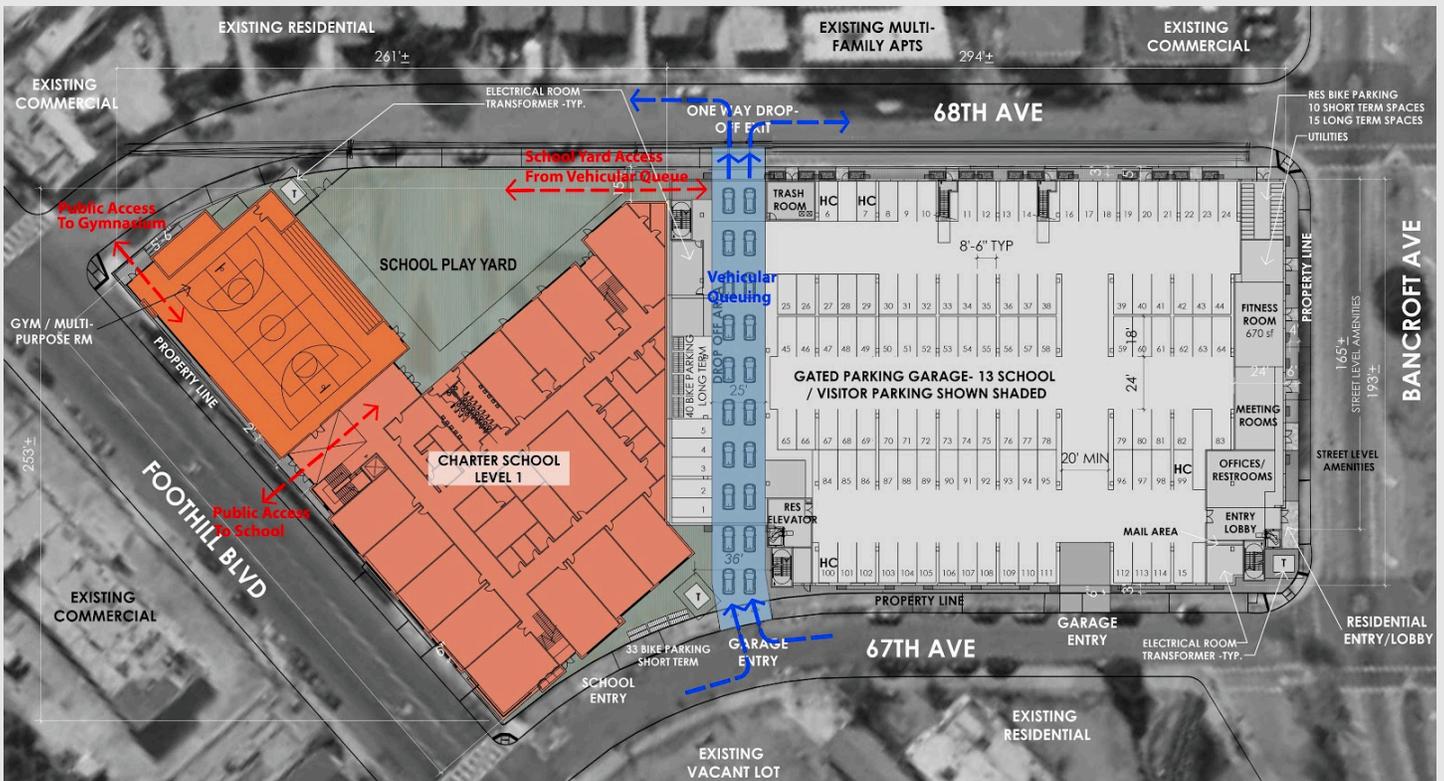
The project team would also like there to be a more transparent fence. Original submittal proposed our preferred design of a quality chain fence as is typically found in local schools throughout Oakland. The city is evaluating options for the fence to be either solid or more open. Regardless of the design, a fence is needed to secure the playground. This fence will run the entire length of the playground. Adding a large glazed section to the wall will likely invite graffiti and vandalism.

Question: Could you plant more greenery along the playground fence?

Greenery can and has been added to the latest iteration of the streetscape along the playground fence. Fronting the wall with vines, shrubs and other greenery as well as using solid elements with textured surfaces will soften the streetscape and deter graffiti.

Concern: Traffic during drop-off and pick-up for the school.

Our pick up and drop off (PUDO) activities are frequently communicated, highly thought out, and practiced to perfection, for the safety of our students and families. We recognize that the first few tries will be frustrating. With repetition, the PUDO activities become smooth and seamless. Our staff are organized and prepared to assist with maximizing the efficiency of this. The traffic engineer has run specific tests, including timing the PUDO at current schools, thus ensuring this new site is sufficient to meet our needs and the neighborhood's needs. At our current sites drop off and pick up typically lasts roughly 20 minutes with the use of signs, cones, and roughly 10% of our staff assisting with afternoon pick up support. Below is a graphic of the Pick-up / Drop-off route for the charter school:



Question: Could you move the playground to the second floor and then put more parking at ground level?

Moving the playground to the second floor would be costly. More important, the playground is used for all grades. California Building Code requires grades K-2 to have separate egress routes from older students when located above ground level. This, and the overall size of the playground, means that there would have to be multiple sets of separate (redundant) exit stairs, which would drastically reduce the usable size of the playground and potential parking area. Adding the second-floor playground would bury several classrooms deep inside the parking garage, giving them no natural light or ventilation. Adding light wells to bring light down into the classrooms would further reduce the size of the playground. Also, egress requirement from the buried classrooms would further reduce the maximum potential parking.

Retail

Question: Can retail be included in this affordable housing development?

The project's primary objective is to provide affordable housing to Oakland residents. Some in the community have requested retail to be added to the project, while others have requested that open space for residents be prioritized over retail. We have diligently studied the design options for retail. Studies of retail appropriately took into consideration the limitations of maintaining the full function of the school and resident use of the housing on the property. We found that the only location where retail is feasible is on the Bancroft frontage. The 2100 sq. ft. space represents the maximum square footage that can be provided without a reduction in parking count or causing us to mechanically ventilate the garage. This design change replaces the residents' community space with retail. Patron access to the retail is provided by a series of doors on Bancroft. We wanted to provide a more fitting setting on the entire frontage of Bancroft to complement the more active use of retail space, thus we redesigned the landscape and building features along that same frontage.

Question: Can retail be added along the entire frontage of Bancroft?

We are limited to the proposed retail space along Bancroft in order to keep natural ventilation of the parking garage. Other essential housing functions located along Bancroft have to be maintained at their existing size. More importantly the garage ventilation restricts the amount of open façade on the perimeter of the garage. Increasing retail frontage is not achievable without mechanically ventilating the garage.

Question: Can the gym be built above retail along Foothill?

Moving the gym to the second floor would be costly. General emergency exiting will become exceedingly difficult on this tight site. The gym is used for all grades. California Building Code requires grades K-2 to have separate egress routes from older students when located above ground level. This means that there would have to be multiple sets of separate (redundant) exit stairs for each group of students, which would drastically reduce the usable size of the gym and potential retail space. Also, the cost of acoustically separating the retail space from the gymnasium would come at a prohibitive cost.

General

Question: Is there a way to hold these meetings closer to our actual neighborhood and for a longer period of time?

We are very open to holding it within the neighborhood if a space is made available to us. We have requested access to Eastmont Town Center multiple times. They do not allow community meetings to be held there. We could hold it in the Eastmont library meeting room, but they are not open past 5 pm except on Monday nights when they close at 7 pm. We have also requested access to the Eastmont police station meeting room, but were denied. We have called several local churches but have had no response.

The Melrose branch was the closest meeting location willing to accommodate us for our January community meeting. Our community meeting on February 2nd will be held at the Aspire College Academy on 8030 Atherton Street and is within 1 mile of the re-development site on Foothill. This Aspire location will also allow a longer meeting time.

Key Contacts

Loren Taylor

Councilmember, District 6

City Council

LTaylor@oaklandca.gov

Jahmese Myres

Chair

Oakland Planning Commission

JMyres.oakplanningcommission@gmail.com

Rebecca Lind

Project Planner

Planning Department

City of Oakland

RLind@oaklandca.gov

Shanthi Gonzales

Board member

Oakland School Board Rep, District 6

Shanthi.Gonzales@ousd.org

Chris Grant

Applicant

The Pacific Companies

208-577-2768

ChrisG@tpchousing.com

Suzanne Howard

Project Manager

Growth & Real Estate

Aspire Public Schools

510-434-5030

Suzanne.Howard@aspirepublicschools.org