

## Summary of Comments

January 9, 2019 with [February 6, 2019 comments in blue](#)

### Land Use

#### Nonconforming Uses/Conditional Use Permits

- Conflicts with truck-trip generators.
- Change codes / new ordinance to address need for building design to address filtration. [Prioritize filtration installation in specific areas, such as around Hodo Soy.](#)
- Gentrification, long-term residents are getting priced out.
- Incentives to move nonconforming land uses out of the neighborhood.
- [Consider limits on the hours that businesses can operate trucks, possibly through time-of-day use pricing.](#)
- [Odor and smoke from backyard burning of leaves, pallets, and other materials is a nuisance.](#)
- [Provide loans and subsidies to move freight services and non-conforming businesses out of West Oakland.](#)
- [Amend the Building Codes and/or Zoning Ordinance to list freight and trucking related businesses as prohibited uses within West Oakland.](#)
- [Limit the hours that businesses can operate trucks in West Oakland.](#)

#### Green Infrastructure

- [Greening West Oakland guidelines needed; City property should be required to include green infrastructure. Consider a development fee to raise funds for green infrastructure or other air pollution mitigations.](#)
- [Area-wide urban canopy/forest plan needed; the City needs to make sure street trees are maintained. A suggested location for a green wall is Prescott School.](#)
- [Construct vegetative biofilters between pollution sources, such as the I-880 freeway, and land uses that serve people, such as schools, parks, and sports fields. Train residents to manage biofilters.](#)
- [Neighborhood lobbyist needed.](#)
- [Remove barriers to adoption of zero-emission trucks, such as cost, land, and issues around ownership of charging equipment.](#)
- [Advocate for the City to address gentrification and the pricing out of long-term residents.](#)
- [Advocate for the City to adopt development impact fees that can generate funds for various environmental mitigations, including green infrastructure.](#)
- [Implement a program that includes adding roadway signage to encourage light-duty vehicles to not idle near schools and other land uses that serve children and seniors.](#)
- [Work with local business support agencies and community members to develop a Plan to attract innovative green companies.](#)
- [Create opportunities for students and young adults to work in recycling and at green businesses.](#)
- [Support request for a neighborhood lobbyist to advocate for West Oakland's fair share of resources.](#)

## Inter-Agency Collaboration

- DMV, Caltrans and PG&E
- Truckers, including owner-operators (how to improve the appointment system, charging infrastructure and suitable rates, restrictions in industrial areas)
- Better communication between Oakland Police Department, Oakland Parking Department, Bay Area Air Quality Management District (BAAQMD) and California Air Resources Board (CARB) regarding enforcement.
- Outreach and advocacy need to target specific businesses and agencies, such as Hodo Soy, the U.S. Post Office (and the contractors who drive trucks for the Post Office), and waste management contractors.
- Improved public notification of alerts during air pollution events that put people at risk.
- Research and consider the use of video surveillance to enforce truck parking, route, and idling restrictions.

## Trucks

### Truck, Equipment and Bus Idling

- BAAQMD, Port, Terminal Operators, and CARB: ban trucks that are not complying with CARB regulations.
- More coordination, education needed, including for the Oakland Police Department (OPD); including roles and expectations for CROs (Community Resource Officers) on duty/patrol vs on call.
- Connect idling violations with enforcement of the Urban Blight/Nuisance Ordinance.
- Idling Enforcement spot inspections needed weekly or more frequently
- Require "Clean Idle" trucks to meet the 5-minute idling regulation when within the Port area and within an AB617 designated community.<sup>1</sup>
- Use GPS to identify where idling happens and discourage it.
- Are all the trucks in West Oakland registered in California? Do they have all the right equipment? Is making certain that these trucks are California registered a strategy? Are low-NOx CNG trucks a better technology fit for businesses in West Oakland and drayage operators?
- Target idling enforcement to specific areas, such as Frontage Road.
- Target idling enforcement to the dirtiest trucks.
- Ban trucks that are not complying with CARB regulations.
- Require California Air Resources Board/City of Oakland to include a limit to how many trucks businesses are permitted to operate.
- Consider using GPS to identify where trucks idle.
- Require business permits to disclose truck visits per day.
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### Truck Parking

- Enforcement should look for hidden spots off main streets such as Maritime where trucks lay-over between container moves.

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<sup>1</sup> Heavy duty trucks with engines certified to the optional low-NOx standards qualify for "Clean Idle" stickers; these trucks are only subject to the 5-minute idle regulation when within 100 feet of schools, day care centers, senior citizen centers, hospitals, residences and other designated land uses. Other trucks are subject to the idle limits everywhere. This is a suggestion to make idle limits in the regulation apply to clean idle trucks while at the waterfront area specifically, and while in West Oakland generally.

- Trucks contracted by the Post Office park illegally on 7<sup>th</sup> Street.
- Offer incentives to truck businesses and drivers to park at the harbor rather than in West Oakland.

#### Truck Routes

- Will Grand Avenue Bus Rapid Transit create more emissions due to more truck and car idling/congestion?
- Should 580 allow truck traffic and should 880 have a designated truck lane?
- Research the use of speed bumps, roundabouts, and other traffic-calming measures as a deterrent to truck traffic on truck-prohibited streets.
- Use technology, such as Google Maps, to direct trucks to routes and away from prohibited streets.
- Determine if the Grand Avenue Bus Rapid Transit project will create more emissions due to more truck and car idling/congestion and mitigate with policies if needed.
- Determine if I-580 should allow truck traffic, if I-880 should include a designated truck lane. Advocate for these changes if determined to reduce emissions and exposure to air pollution in West Oakland.
- Research the use of speed bumps, roundabouts, and other traffic-calming measures as a deterrent to truck traffic on truck-prohibited streets.

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#### Zero Emission Trucks

- Plan should promote use of Class 5-7 zero-emission trucks.
- PG&E and other utilities need to rationalize electric rates.
- Consider development of fast-charging facilities.
- Better land use support needed for electric trucks.
- We need an infrastructure plan to address implementation of charging facilities.
- Prioritize, streamline, and assist small businesses with applications.
- Funding for electric vehicles and buses needed. [Prioritize funding for electric trucks and forklifts](#)
- Incentives for zero-emission drayage trucks before rule is implemented between 2026 and 2028; this could include intermediate measures instead of full zero-emission trucks
- Advocate for changes to the phase-in dates for the Truck and Bus regulation to accelerate move to cleaner trucks and buses.
- Outreach to specific businesses and agencies, such as Hodo Soy, the U.S. Post Office, garbage collection company, and truck-selling dealerships to advocate for fleet turnover to cleaner equipment.

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#### Charging Stations and Infrastructure

- Truckers need services and parking to keep them off the West Oakland streets, [\(including mini markets and convenience stores, fast food and fast casual restaurants\) and parking to keep trucks off West Oakland](#)
- Increasing visits from larger container ships change truck flow, points of congestion, require more truck movements in a short period of time, and increase the need for space for trucks to dwell.
- More parking for trucks at Jack London Square needed.
- New technology, such as GPS data collection, new parking technology needed.

- Consider a shuttle load alternate (an offsite location where trucks can unload instead of at the port, followed by a separate shuttle truck transfer of the load to the Port).
- Collaborate with owner-operators on electric infrastructure design.
- Consider new technology, such as GPS data collection, that may help mitigate truck parking impacts.
- Support funding for electric forklifts and other yard equipment in use in West Oakland.

#### Roadways

- Change allowable weight limits on local streets in City and Port ordinances to allow single-axle trucks to move containers on Maritime and other public streets within the Port.
- Consider creating incentives for “truck turns,” the practice of hauling loaded containers on each leg of a Port roundtrip.
- Deferred maintenance: pot holes.
- Research the use of speed bumps, roundabouts, and other traffic-calming measures as a deterrent to truck traffic on truck-prohibited streets.
- Time-of-day issues: vehicle emissions increase during weekday rush hour periods. A better understanding is needed to identify strategies to address light-duty vehicle emissions from roadways in West Oakland and the surrounding roadways and freeways.

#### Other Mobile Sources

##### Transit

- Funding for electric buses is needed.
- Determine if the Grand Avenue Bus Rapid Transit project will create more emissions due to more truck and car idling/congestion and mitigate with policies if needed
- Advocate for West Oakland BART Station improvements that make walking, biking, and taking transit to the West Oakland Station more attractive.

##### Rail

- Status of clean rail technology

#### Plan Structure

- No feedback loop or monitoring.
- No prioritization of projects; funding efforts for sensitive receptors should be prioritized.
- Timelines to measure progress, no metrics.

#### Health Programs

- Existing developments are not covered by Healthy Development Guidelines; for example, HEPA filters for existing buildings are needed. [Prioritize residential areas adjacent to industrial areas for filtration and other exposure reduction activities.](#)
- How do we align West Oakland zoning with the Healthy Development Guidelines?
- Different agencies track health impacts differently and there is a need for centralizing and compiling this data.
- [More monitoring is needed.](#)
- [CARB lacks a feedback loop to identify when communities are over-exposed.](#)
- [Consider income when prioritizing investment in exposure reduction.](#)
- [Investigate the differences in time-of-day exposure and how this might suggest additional strategies. For example, research the possibility that rush-hour freeway and roadway light-duty and heavy-duty traffic create weekday peaks in exposure, or that smart air filtration systems could intake air during less-polluted times of the day.](#)

- Identify strategies to reduce emissions and exposure from light-duty vehicles traveling through – and idling in – West Oakland and on the surrounding roadways and freeways. Consider limiting additional parking lots serving West Oakland BART and encouraging those BART users to use transit, and other forms of alternative transportation. Consider up-zoning around BART for denser land use.
- Quantify the benefits of indoor plants and share results.
- Investigate the potential benefits of centralized package delivery sites like Amazon personal lockers.
- Advocate for the adoption of ordinance or state-wide regulations to set limits to the amount of exposure to toxic air contaminants that communities can be exposed to.
- Expand HDG to include existing buildings, such as requiring HEPA filters.
- Align West Oakland zoning with HDG.
- Work with various agencies to better track health impacts so data are centralized and consistently reported.