

## **KWIK WAY MIXED-USE PROJECT (Question 1)**

I tentatively support closing the Kwik Way driveway, BUT I really value the ability to traverse the property on foot! Please help me advocate to retain this!

I'd like the Kwik Way owner to build only a 4 story building with ample parking for residents.

Not a fan of the new building plans for the Kwik Way spot - building is too tall for my liking. Would likely be more supportive of a one or two-story commercial building.

That left turn lane that you call extraneous, is super valuable for allowing people to change direction in mid block with out having to change at the highly congested and busy lakeshore intersection. It is really needed. Feel free to install a crossing light for pedestrians.

I am very concerned that any new construction replacing Kwik Way will reduce access and parking to the Bank of America. It doesn't sound like the current plan addresses this issue well.

In response to Question 1. I would only support a 5-story mixed-use development with 50 residential units for Kwik Way property, if it were at least 80% low-income housing.

Make the drive way next to B of A a right turn only and have the entrance in the rear.

Need more housing. Build higher.

Once development is approved, it would be great to work with the community to activate the parking lot for the interim, or have a way of beautifying/activating the construction site....pop-up previews with potential retail tenants? Collaborative murals done on the construction barriers, etc.

Please don't knock down Kwik-Way. It's so cute and charming. It just needs better food and it could be really popular.

The construction of the 50 unit apartment bldg will only increase traffic congestion in the area. In Europe they maintain small commercial districts and don't tear structures down after 40-50 years. They keep what was there a 100 or more years ago and work around it. There is a reason everyone flocks to places like Cinque Terra in Italy; the commercial districts are the same as they were centuries ago and it works. What they do in Europe is shut down vehicular traffic Find another solution rather than tearing down a piece of Oakland's history.

The Kwik Way project should include enough parking for the the employees of the establishment as well as for tenants. It could be on 2nd floor, to create a noise barrier between stores and apartments overhead.

Want the development strategy to involve locals but not be a roadblock to entrepreneurs or development of new businesses. Want to encourage not restrict. But help make smart choices. The effort I read about 9 years ago seemed like a decent attempt at that.

Any housing at that site should include low- and middle-income units

How would one turn into the B of A parking?

I don't feel that I can answer Question #1 as written, because it's so dependent on the details. For example, if half of the residences were below market rate, I'd be much more supportive than if none

were. If the development were only open to long-time Oakland residents who had been displaced by gentrification, I'd be much more supportive than if it were creating new luxury condos for displaced SF'ers. If it were only open to people without cars, I'd be much more likely to support it than if it created 50 new parking places & brought 50+ more cars onto Lake Park, which I think should become a pedestrian walkway anyway.

I don't think this Kwik Way project is a good idea. Yes we need more housing but not in congested areas with insufficient parking already. There needs to be more parking, not park lets. I advocate for a multi level 2/3 level parking lot in the Kwik Way space. That makes sense and would help businesses and residents the most.

If we support reduced carbon emissions, walkable communities, shorter commutes to promote family time, and lower housing prices, we need to also support more multifamily housing. I'm a big yes for the Kwik Way project (in some form).

Also, if a new housing complex is built in place of the Kwikway, the city of Oakland will force a large amount of the units to be "affordable housing," which means that taxpayers and the other tenants must forever subsidize whoever lives in those affordable units. I worry that in Oakland's race to be politically correct, we will import people to the neighborhood that will never want to actually be a positive, responsible part of the community.

The Kwikway development, like most of the the so-called "hipster hives" will be good for the developers, and for the politicians, but trying to shoe-horn another 50 units into that small space is over-building. Parking, is of course one of my issues. There is currently what--30 public spaces on that property? Those will be lost to all of us. Where are persons trying to eat, shop or go to the movies going to put their cars?! IMO any new building should be forced to also provide public parking spaces. The Kwik Way guy can make a lot more money on condos than he could if, say, he built a parking garage on the site...though that would help the neighborhood more. I, as a long-time resident if Oakland ask that I be taken into consideration--BEFORE permits are awarded. I'd like to see set backs and green space in all of this over-development.

Can we make sure that any Quikway development really fits the neighborhood? No more faux spanish like the Pleasant Valley Shopping center. I dread the suburbification of Oakland.

More housing will decrease price. Supply and demand.

Not enough parking spaces for this Kwik Way project

Please build more housing

Please note that I only chose the "agree" option for Question 1 instead of "strongly agree" because I think something taller than 5 stories would be even better. I think the way this question is worded may lead to some inaccurate replies for this reason. "

Really concerned about the excessive traffic this new mixed-use development will create. There simply isn't enough parking in this neighborhood for more residents and visitors.

Taller buildings and less parking please.

The kwik way is a historic icon that should be preserved. We do not need another high rise bringing more people to the area. Traffic is already crazy and parking is a nightmare.

Increasing density to an already dense area is not going to benefit the existing neighborhood, only benefits the developer!

I support the idea of a mixed use project on the kwik way site but not with the garage opening on Cheney. It is already very hard to turn into Walker from lake park and that much more car traffic is going to overwhelm those small streets. I also think a building of that size should have a lower parking ratio and install many tdm features.

While I understand the sentimental nod to the architecture of Kwik Way, the new building will stick out like a sore thumb. Because of it's size, every effort to blend in should be made. If you walk around, almost every building, old or newer, has a distinct 2 to 1, or 3 to 1 ratio on the windows or structural patterns or proportions. Surely this could be a better inspirations than a metal sign that represented sentimental era, but not the vibe or essence of the community.

It is very disturbing to see the rapid gentrification of this wonderful city. It is becoming increasing expensive to live here and the increased density makes traffic and parking much more difficult. I liked it much better when it wasn't so hip.

Lakefest was shutdown when it was predominantly Afro-American, opening it back up now would be in line with other policies that have recently been inacted. All decisions have been made to appease the new residents, there is no thought of old Oakland and those who enjoyed a less congested area. Bars, gastro pubs, bike lanes and apartments are the New Oakland. They came to change, not assimilate.

Stop the gentrification. I strongly oppose any effort that result in either 1) increases congestion, or 2) replacing local independently owned businesses with chain stores or restaurants.

The infill of residential buildings has put huge pressures on parking and traffic. I would prefer (in this order) (1) no more residential (2) requiring on-site parking for new residential for \*all\* new cars.