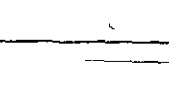
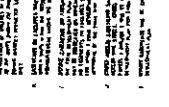
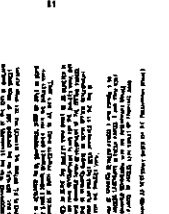
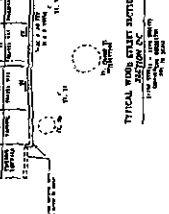
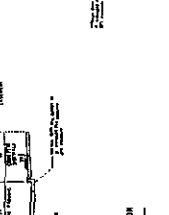
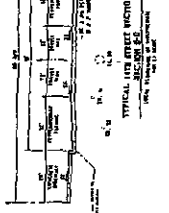
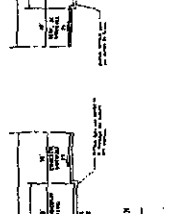
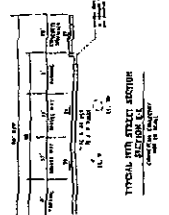
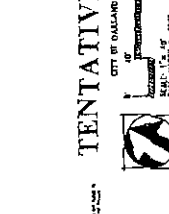
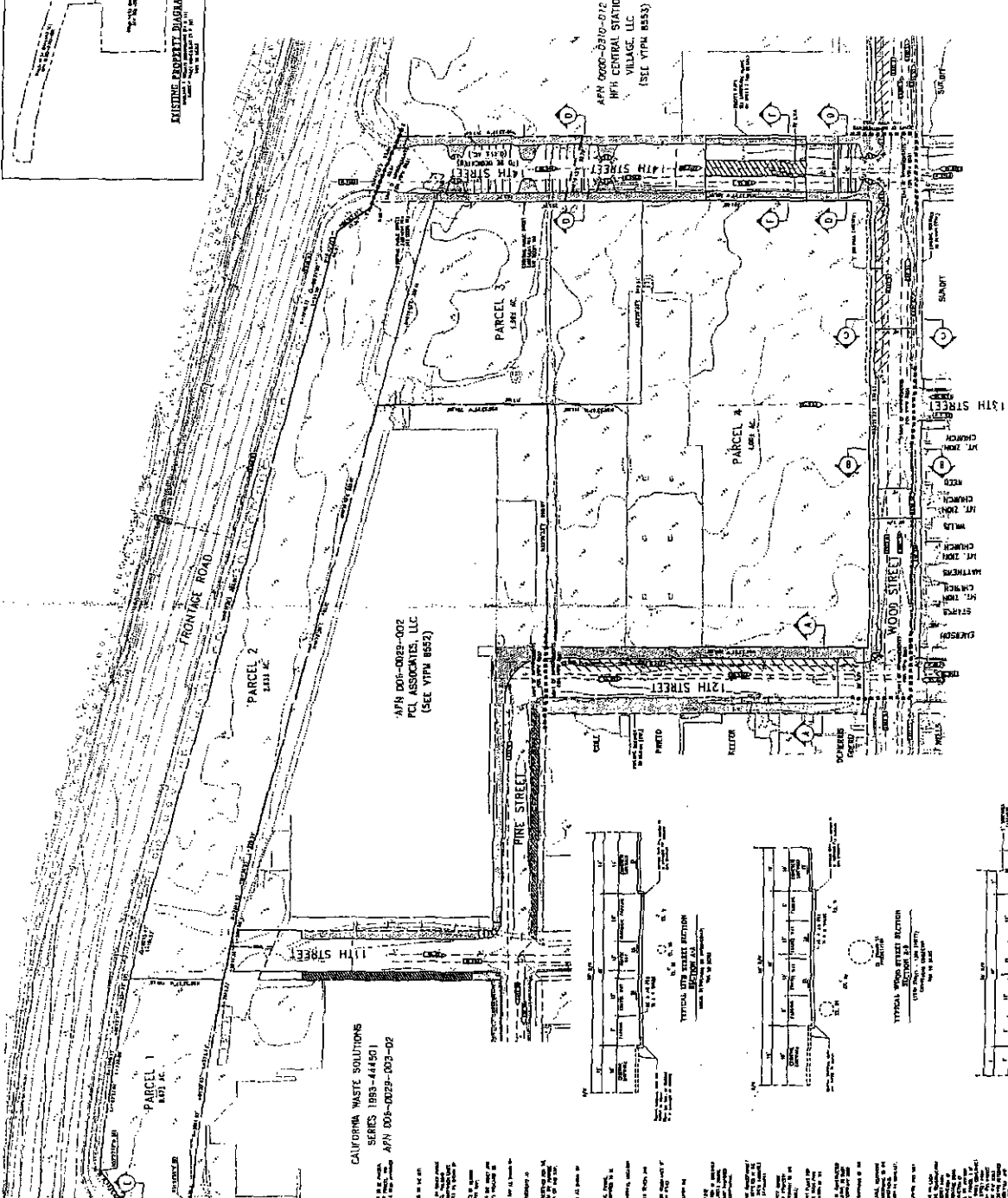
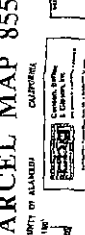
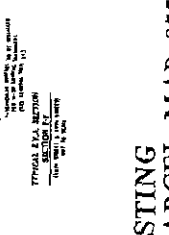
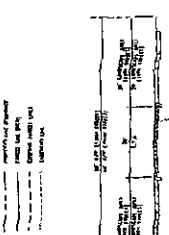


- SPECIAL NOTES**
1. All dimensions are in feet and inches.
 2. All bearings are true bearings.
 3. All curves are circular.
 4. All areas are in square feet.
 5. All volumes are in cubic feet.
 6. All elevations are in feet above mean sea level.
 7. All bearings and distances are as shown on the plan.
 8. All curves are defined by their radius, bearing and distance.
 9. All areas are to be rounded to the nearest square foot.
 10. All volumes are to be rounded to the nearest cubic foot.
 11. All elevations are to be rounded to the nearest tenth of a foot.
 12. All bearings and distances are as shown on the plan.
 13. All curves are defined by their radius, bearing and distance.
 14. All areas are to be rounded to the nearest square foot.
 15. All volumes are to be rounded to the nearest cubic foot.
 16. All elevations are to be rounded to the nearest tenth of a foot.

- GENERAL NOTES**
1. The proposed development is shown on the plan.
 2. The proposed development is shown on the plan.
 3. The proposed development is shown on the plan.
 4. The proposed development is shown on the plan.
 5. The proposed development is shown on the plan.
 6. The proposed development is shown on the plan.
 7. The proposed development is shown on the plan.
 8. The proposed development is shown on the plan.
 9. The proposed development is shown on the plan.
 10. The proposed development is shown on the plan.
 11. The proposed development is shown on the plan.
 12. The proposed development is shown on the plan.
 13. The proposed development is shown on the plan.
 14. The proposed development is shown on the plan.
 15. The proposed development is shown on the plan.
 16. The proposed development is shown on the plan.

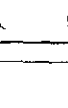
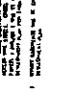
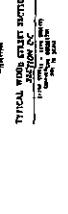
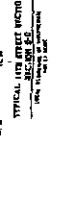
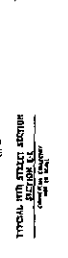
- UNIQUE NOTES**
1. The proposed development is shown on the plan.
 2. The proposed development is shown on the plan.
 3. The proposed development is shown on the plan.
 4. The proposed development is shown on the plan.
 5. The proposed development is shown on the plan.
 6. The proposed development is shown on the plan.
 7. The proposed development is shown on the plan.
 8. The proposed development is shown on the plan.
 9. The proposed development is shown on the plan.
 10. The proposed development is shown on the plan.
 11. The proposed development is shown on the plan.
 12. The proposed development is shown on the plan.
 13. The proposed development is shown on the plan.
 14. The proposed development is shown on the plan.
 15. The proposed development is shown on the plan.
 16. The proposed development is shown on the plan.

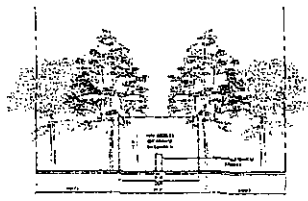
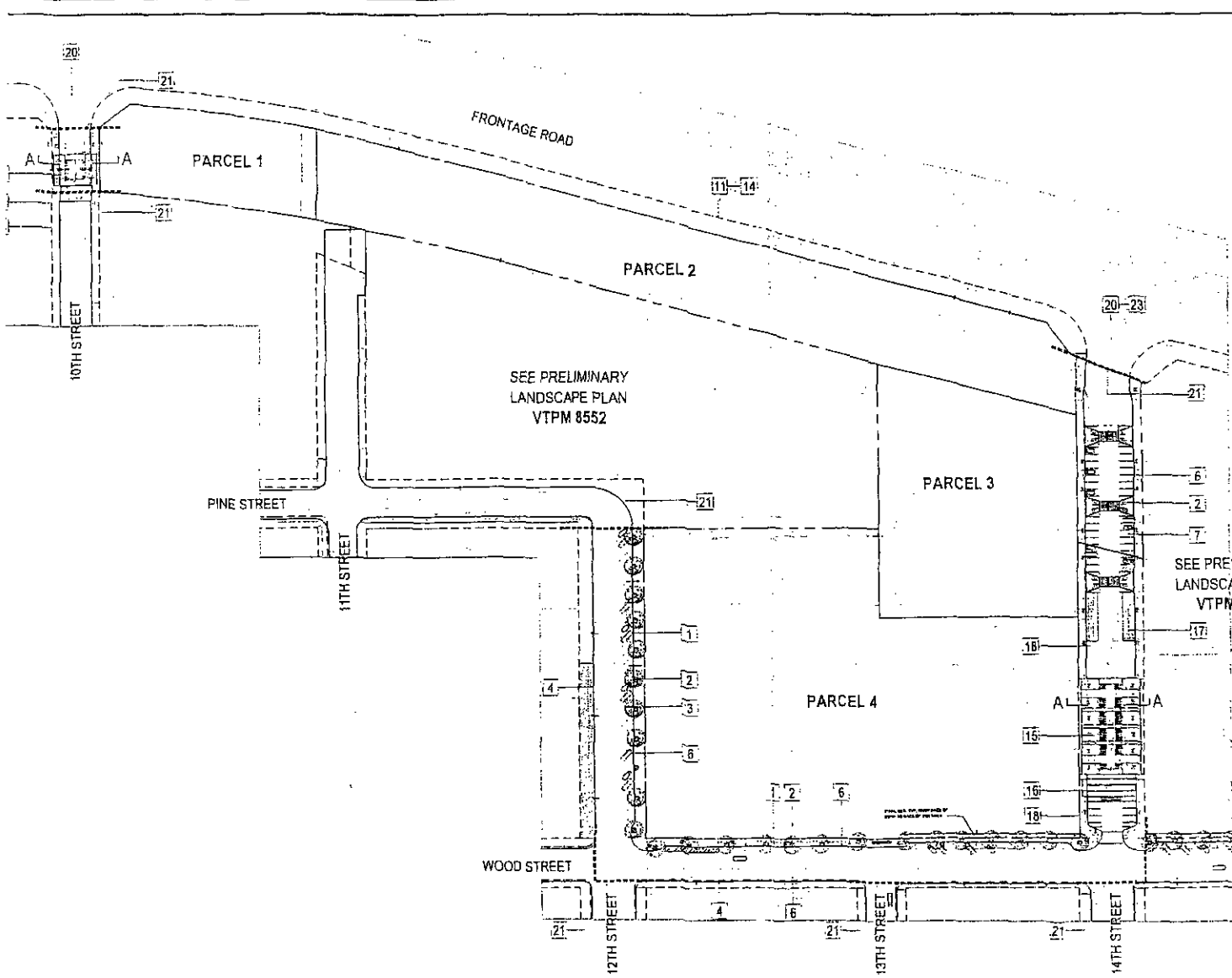
- LEGEND**
- 1. Proposed Development
 - 2. Existing Development
 - 3. Proposed Street
 - 4. Existing Street
 - 5. Proposed Right-of-Way
 - 6. Existing Right-of-Way
 - 7. Proposed Easement
 - 8. Existing Easement
 - 9. Proposed Utility
 - 10. Existing Utility
 - 11. Proposed Boundary
 - 12. Existing Boundary
 - 13. Proposed Lot
 - 14. Existing Lot
 - 15. Proposed Area
 - 16. Existing Area



VESTING TENTATIVE PARCEL MAP 8551

CITY OF DAKLAND
COUNTY OF ALABAMA





SECTION A-A
Scale: 1" = 10'-0"

KEY NOTES

1. NEW CURB LINE
2. NEW STREET TREES
3. NEW 90° STREET DIAGONAL PARKING
4. EXISTING CURB LINE
5. NEW STREET LIGHTS
6. PERPENDICULAR PARKING
7. EXISTING SIDEWALK TO REMAIN
8. EXISTING STREET LIGHTS TO REMAIN AT FRONTAGE ROAD
9. EXISTING SIDEWALK TO REMAIN
10. EXISTING SIDEWALK TO REMAIN AT FRONTAGE ROAD
11. EXISTING SIDEWALK TO REMAIN
12. EXISTING SIDEWALK TO REMAIN
13. EXISTING SIDEWALK TO REMAIN
14. EXISTING SIDEWALK TO REMAIN
15. EXISTING SIDEWALK TO REMAIN
16. EXISTING SIDEWALK TO REMAIN
17. EXISTING SIDEWALK TO REMAIN
18. EXISTING SIDEWALK TO REMAIN
19. EXISTING SIDEWALK TO REMAIN
20. EXISTING SIDEWALK TO REMAIN
21. EXISTING SIDEWALK TO REMAIN
22. EXISTING SIDEWALK TO REMAIN

PRELIMINARY LANDSCAPE PLAN
VESTING
TENTATIVE PARCEL MAP 8551

CITY OF OAKLAND COUNTY OF ALAMEDA CALIFORNIA

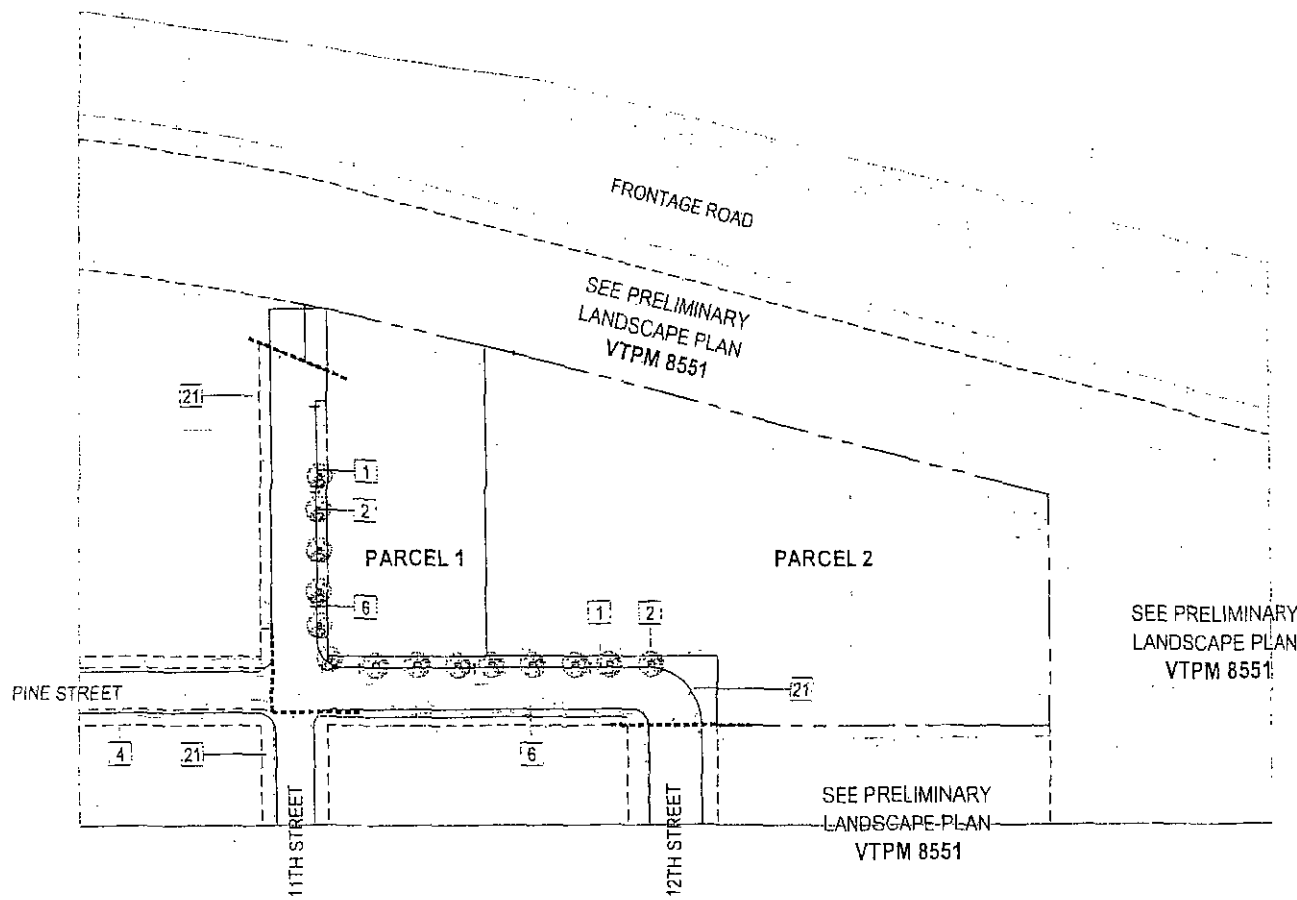
SCALE: 1" = 40'

DATE: MARCH 9, 2005

APP. NO. 1529-02

Byznick Architects Inc.

2



KEY NOTES

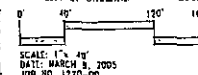
- 1. NEW CURBED LINE
- 2. NEW STREET TREES
- 4. EXISTING CURBED LINE
- 6. NEW STREET LIGHTS
- 21. LIMIT OF IMPROVEMENT LINE

SEE PRELIMINARY
LANDSCAPE PLAN
VTPM 8551

SEE PRELIMINARY
LANDSCAPE PLAN
VTPM 8551

**PRELIMINARY LANDSCAPE PLAN
VESTING
TENTATIVE PARCEL MAP 8552**

CITY OF OAKLAND COUNTY OF ALAMEDA CALIFORNIA



SCALE: 1" = 40'
DATE: MARCH 9, 2005
JOB NO. 1210-00

Pyatak Architects Inc.
1120 COLLEGE AVENUE, SUITE 200, OAKLAND, CA 94612

SHEET NUMBER
2

**CITY OF OAKLAND
TENTATIVE MAP NOTES**

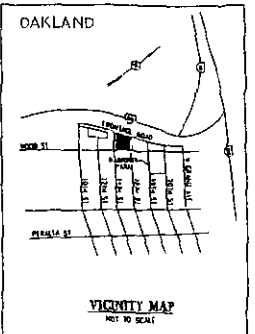
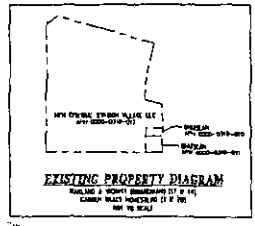
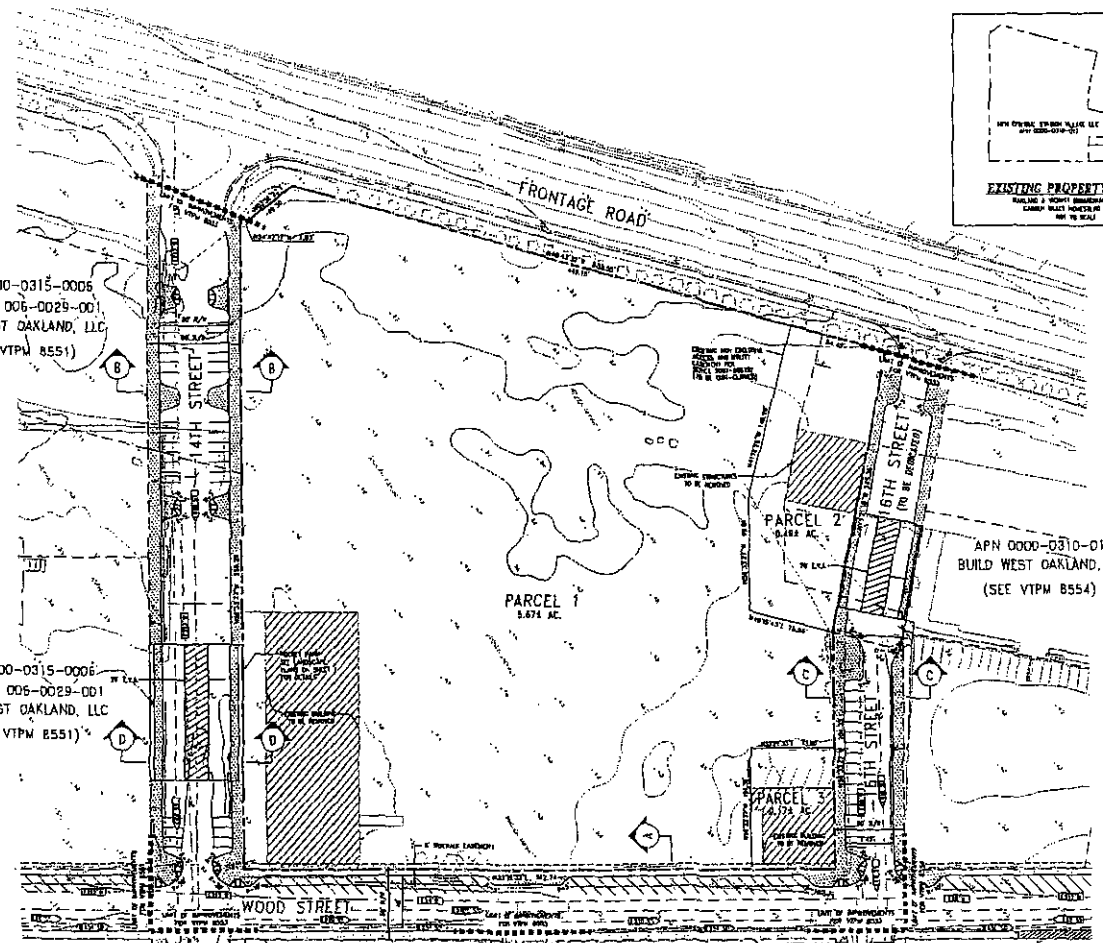
THE APNS FOR THIS TENTATIVE PARCEL MAP (TMAP) ARE PROPOSED TO BE PLACED AS TO APPLICABLE MAPS IN THE TENTATIVE MAPS OF THE CITY OF OAKLAND. THE TMAP IS SUBJECT TO THE CITY OF OAKLAND'S TENTATIVE MAP ACT AND THE CITY OF OAKLAND'S TENTATIVE MAP ACT AND THE CITY OF OAKLAND'S TENTATIVE MAP ACT.

GENERAL NOTES:
THE TMAP IS SUBJECT TO THE CITY OF OAKLAND'S TENTATIVE MAP ACT AND THE CITY OF OAKLAND'S TENTATIVE MAP ACT AND THE CITY OF OAKLAND'S TENTATIVE MAP ACT.

1. THE LOCATION, SIZE AND SHAPE OF ALL TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
2. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
3. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
4. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
5. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
6. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
7. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
8. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
9. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
10. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
11. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
12. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
13. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
14. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
15. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
16. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
17. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
18. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
19. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.
20. THE TYPING IS PLACED EXACTLY AS SHOWN ON THIS MAP.

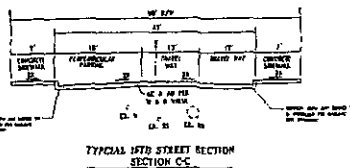
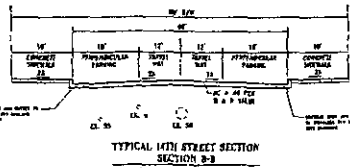
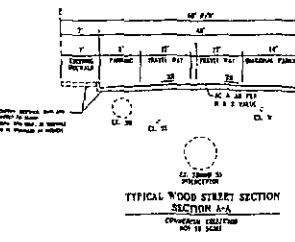
APN 0000-0315-0006
AND APN 006-0029-001
BUILD WEST OAKLAND, LLC
(SEE VTPM 8551)

APN 0000-0315-0006
AND APN 006-0029-001
BUILD WEST OAKLAND, LLC
(SEE VTPM 8551)



- GENERAL NOTES:**
1. OWNER: BUILD WEST OAKLAND, LLC
 2. PROJECT: BUILD WEST OAKLAND, LLC
 3. MAP NUMBER: 8553
 4. MAP DATE: 03/09/05
 5. MAP SCALE: 1" = 40'
 6. MAP SHEET: 1 OF 1
 7. MAP AREA: 1.2 AC
 8. MAP DATE: 03/09/05
 9. MAP SCALE: 1" = 40'
 10. MAP SHEET: 1 OF 1
 11. MAP AREA: 1.2 AC
 12. MAP DATE: 03/09/05
 13. MAP SCALE: 1" = 40'
 14. MAP SHEET: 1 OF 1
 15. MAP AREA: 1.2 AC
 16. MAP DATE: 03/09/05
 17. MAP SCALE: 1" = 40'
 18. MAP SHEET: 1 OF 1
 19. MAP AREA: 1.2 AC
 20. MAP DATE: 03/09/05

- UTILITY NOTES:**
1. UTILITY LINES: SHOWN AS DASHED LINES
 2. UTILITY LINES: SHOWN AS DASHED LINES
 3. UTILITY LINES: SHOWN AS DASHED LINES
 4. UTILITY LINES: SHOWN AS DASHED LINES
 5. UTILITY LINES: SHOWN AS DASHED LINES
 6. UTILITY LINES: SHOWN AS DASHED LINES
 7. UTILITY LINES: SHOWN AS DASHED LINES
 8. UTILITY LINES: SHOWN AS DASHED LINES
 9. UTILITY LINES: SHOWN AS DASHED LINES
 10. UTILITY LINES: SHOWN AS DASHED LINES
 11. UTILITY LINES: SHOWN AS DASHED LINES
 12. UTILITY LINES: SHOWN AS DASHED LINES
 13. UTILITY LINES: SHOWN AS DASHED LINES
 14. UTILITY LINES: SHOWN AS DASHED LINES
 15. UTILITY LINES: SHOWN AS DASHED LINES
 16. UTILITY LINES: SHOWN AS DASHED LINES
 17. UTILITY LINES: SHOWN AS DASHED LINES
 18. UTILITY LINES: SHOWN AS DASHED LINES
 19. UTILITY LINES: SHOWN AS DASHED LINES
 20. UTILITY LINES: SHOWN AS DASHED LINES



TYPICAL C.V.A. SECTION
SECTION D-D
(SEE SHEET 2 FOR DETAILS)
NOT TO SCALE

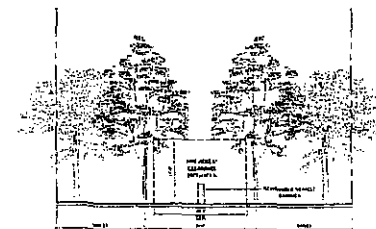
**VESTING
TENTATIVE PARCEL MAP 8553**

CITY OF OAKLAND COUNTY OF ALAMEDA CALIFORNIA
SCALE: 1" = 40'
DATE: MARCH 9, 2005
JOB NO. 1220-00

SEE PRELIMINARY
LANDSCAPE PLAN
VTPM 8551

SEE PRELIMINARY
LANDSCAPE PLAN
VTPM 8551

SEE PRELIMINARY
LANDSCAPE PLAN
VTPM 8554



SECTION A-A
Scale: 1" = 10'-0"

KEY NOTES

1. NEW CURB LINE
2. NEW STREET TREES
3. NEW ON-STREET DIAGNAL PARKING
4. EXISTING CURB LINE
5. NEW STREET LIGHTS
6. PERPENDICULAR PARKING
7. EXISTING SIDEWALK TO REMAIN
8. EXISTING STREET LIGHTS TO REMAIN AT FRONTAGE ROAD
9. PVA - POCKET PARK, EMERGENCY VEHICLE, PEDESTRIAN AND BICYCLE ACCESS ONLY, NO THROUGH TRAFFIC
10. REMOVABLE VEHICLE BARRIER, EMERGENCY ACCESS ONLY
11. LOADING ZONE
12. TURN-A-ROUND NO PARKING ZONE
13. ACCESS FROM FRONTAGE ROAD
14. LIMIT OF IMPROVEMENT LINE
15. EXISTING CURB CUT

PRELIMINARY LANDSCAPE PLAN
VESTING
TENTATIVE PARCEL MAP 8553

CITY OF OAKLAND COUNTY OF ALAMEDA CALIFORNIA

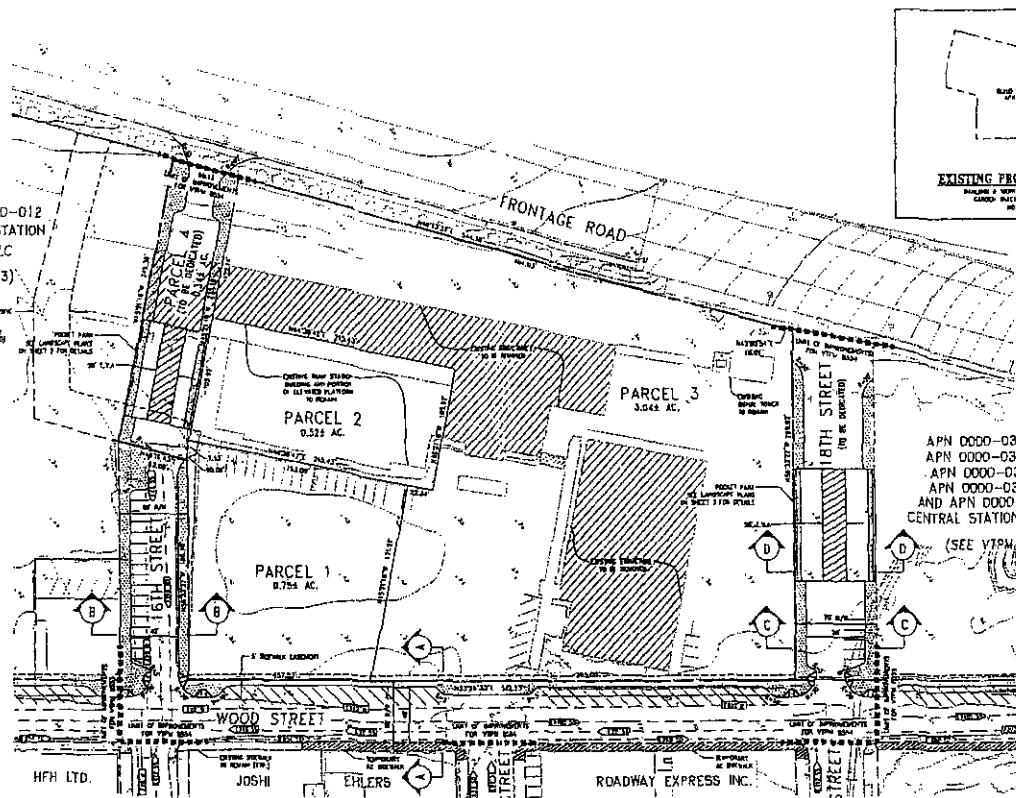
SCALE: 1" = 40'
DATE: MARCH 7, 2005
JOB NO. 1220-00

Pyatak Architects Inc.
ARCHITECTS PLANNING ENGINEERS

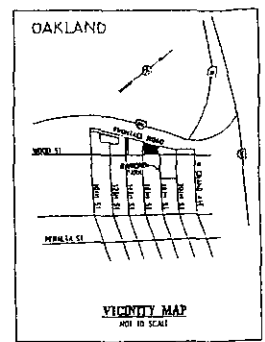
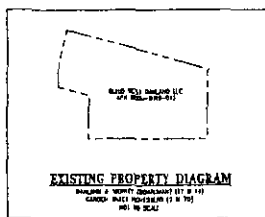
**CITY OF OAKLAND
TENTATIVE MAP NOTES**

- GENERAL NOTES:**
1. THE MAPS FOR THIS TENTATIVE PARCEL MAP WERE PREPARED BY THE APPLICANT AND THE CITY ENGINEER HAS REVIEWED THEM IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY. THE CITY ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE MAP AND DOES NOT CONSTITUTE AN ENDORSEMENT OF THE PROJECT OR A GUARANTEE OF THE ACCURACY OF THE INFORMATION THEREON.
 2. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 3. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 4. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 5. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 6. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 7. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 8. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 9. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 10. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 11. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 12. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 13. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 14. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 15. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.

APN 0000-0310-012
HFH CENTRAL STATION
VILLAGE, LLC
(SEE VTPM 8553)

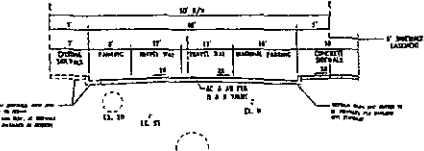


APN 0000-0310-014,
APN 0000-0310-08,
APN 0000-0310-09,
APN 0000-0310-10
AND APN 0000-0310-11
CENTRAL STATION LAND, LLC
(SEE VTPM 8555)

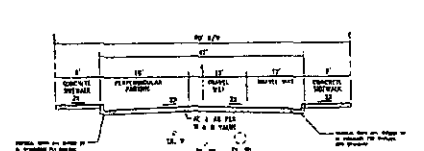


- GENERAL NOTES:**
1. PROPERTY APPLICANT: HFH CENTRAL STATION VILLAGE, LLC
 2. PROJECT: CENTRAL STATION VILLAGE, LLC
 3. MAP NUMBER: 8555
 4. PREPARED BY: JAMES J. HANCOCK, CIVIL ENGINEER
 5. REVIEWED BY: JAMES J. HANCOCK, CIVIL ENGINEER
 6. DATE: MARCH 5, 2005
 7. SCALE: 1" = 40'
 8. JOB NO: 1220-03

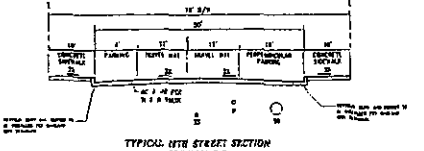
- UTILITY NOTES:**
1. ALL UTILITIES SHOWN ON THIS MAP ARE BASED ON THE RECORD DRAWINGS AND FIELD SURVEY DATA.
 2. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 3. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 4. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 5. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 6. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 7. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 8. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 9. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 10. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 11. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 12. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 13. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 14. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.
 15. THE CITY ENGINEER HAS REVIEWED THE MAP IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY AND HAS FOUND THAT THE MAP IS IN ACCORDANCE WITH THE CITY ENGINEER'S DUTY.



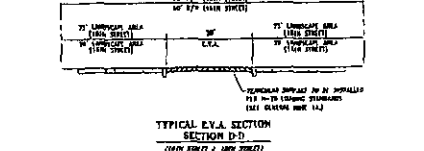
TYPICAL WOOD STREET SECTION
SECTION A-A
LOCAL RESURFACE OR IMPROVEMENT
NOT TO SCALE



TYPICAL 18TH STREET SECTION
SECTION B-B
LOCAL RESURFACE OR IMPROVEMENT
NOT TO SCALE



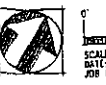
TYPICAL 17TH STREET SECTION
SECTION C-C
LOCAL RESURFACE OR IMPROVEMENT
NOT TO SCALE



TYPICAL 18TH STREET SECTION
SECTION D-D
LOCAL RESURFACE OR IMPROVEMENT
NOT TO SCALE

**VESTING
TENTATIVE PARCEL MAP 8554**

CITY OF OAKLAND COUNTY OF ALAMEDA CALIFORNIA
DATE: MARCH 5, 2005
JOB NO. 1220-03

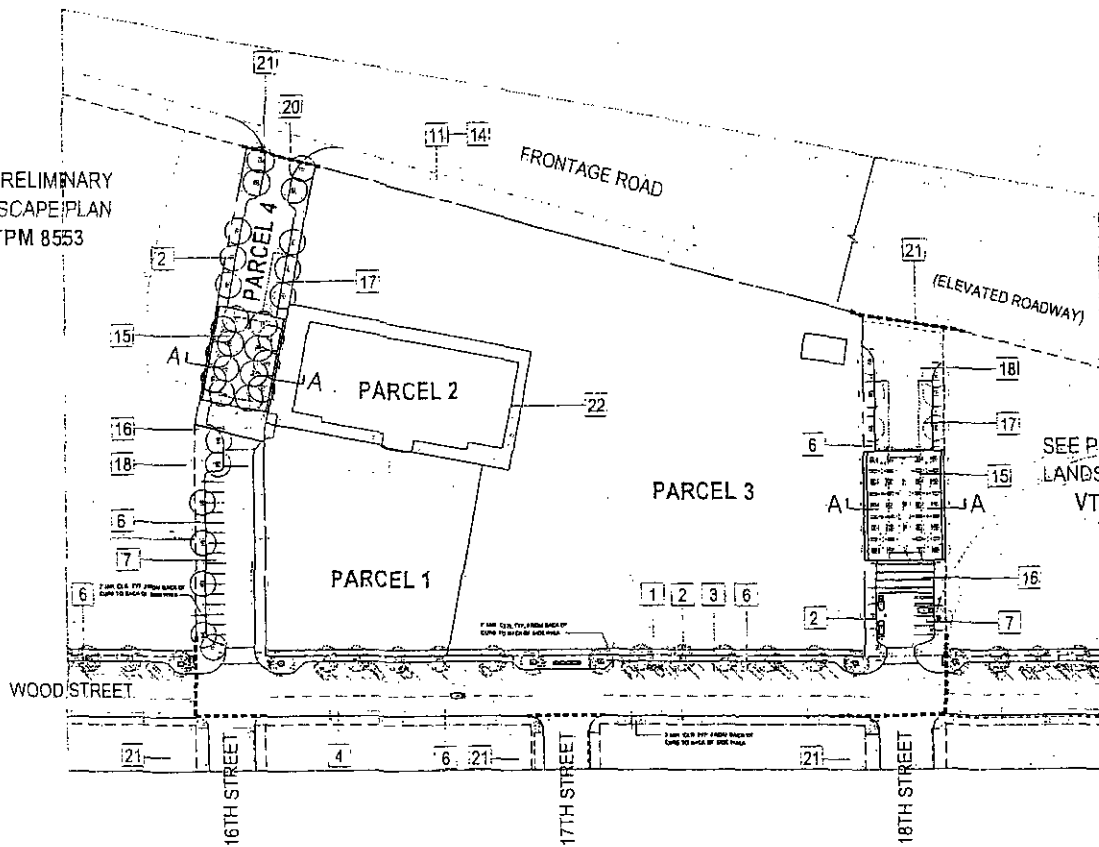


James J. Hancock
Civil Engineer
No. 1220-03

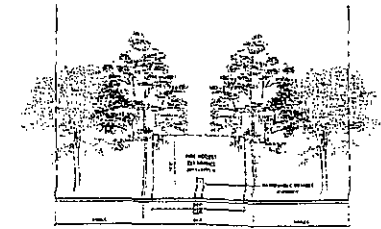
Cartoon, Bates & Gibson, Inc.
1
OF 2 SHEETS

1
OF 2 SHEETS

SEE PRELIMINARY
LANDSCAPE PLAN
VTPM 8553



SEE PRELIMINARY
LANDSCAPE PLAN
VTPM 8555



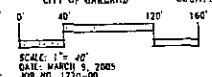
SECTION A-A
Scale: 1" = 10'-0"

KEY NOTES

1. NEW CURB LINE
2. NEW STREET TREES
3. NEW BI STREET DIAGONAL PARKING
4. EXISTING CURB LINE
5. NEW STREET LIGHTS
7. PERPENDICULAR PARKING
8. NEW CROSSWALK
10. NEW SIDEWALK
11. EXISTING SIDEWALK TO REMAIN
14. EXISTING STREET LIGHTS TO REMAIN AT FRONTAGE ROAD
15. EVA - POCKET PARK, EMERGENCY VEHICLE, PEDESTRIAN AND BICYCLE ACCESS ONLY. NO THROUGH TRAFFIC
16. REMOVABLE VEHICLE BARRIER, EMERGENCY ACCESS ONLY
17. COACHING ZONE
18. TURN LANE, NO PARKING ZONE
20. ACCESS FROM FRONTAGE ROAD
21. LIMIT OF IMPROVEMENT LINE
22. LINE OF EXISTING BUILDING

PRELIMINARY LANDSCAPE PLAN
VESTING
TENTATIVE PARCEL MAP 8554

CITY OF OAKLAND COUNTY OF ALAMEDA CALIFORNIA

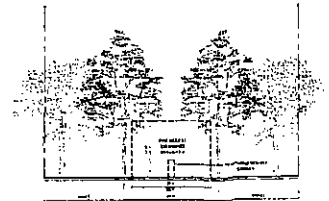
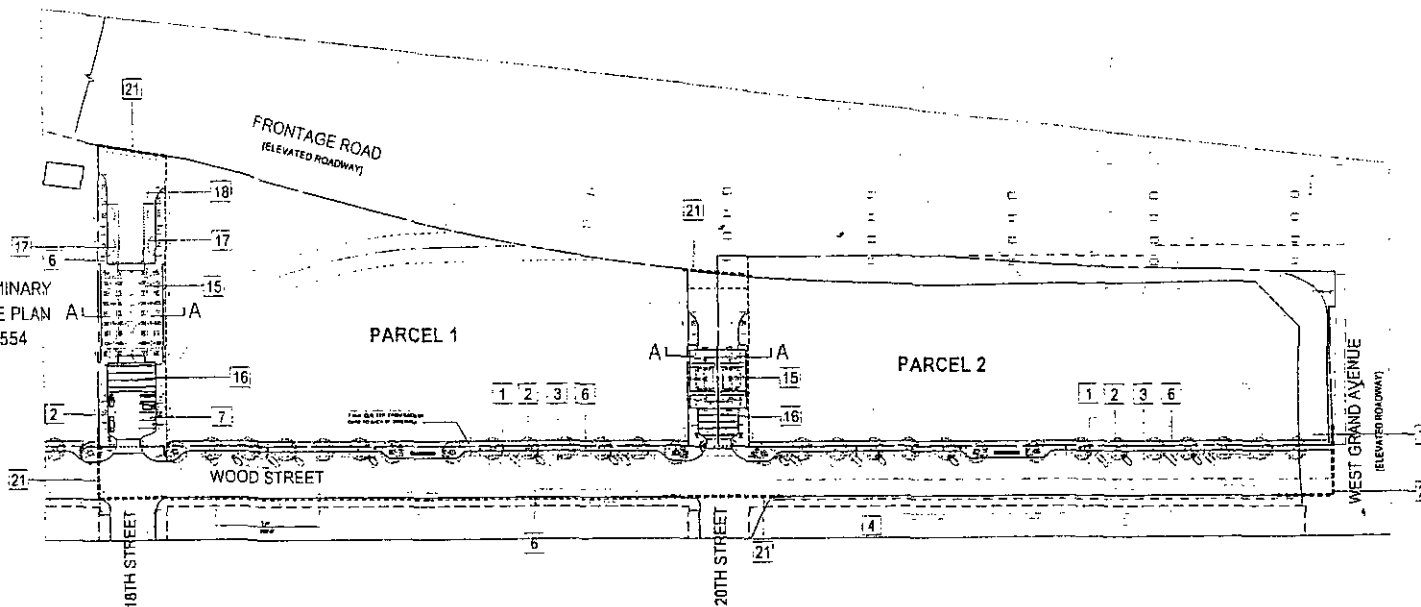


SCALE: 1" = 40'
DATE: MARCH 9, 2005
JOB NO. 1230-00

Pyalok Architects Inc.
2275 RIVER STREET, OAKLAND, CALIFORNIA

SHEET NUMBER
2

SEE PRELIMINARY
LANDSCAPE PLAN
VTPM 8554



SECTION A-A

Scale: 1" = 10'-0"

KEY NOTES

1. NEW CURB LINE
2. NEW STREET TREES
3. NEW OR STREET ENDS/NO. PARKING
4. EXISTING CURB LINE
5. FUTURE STREET TREES (BY OTHERS)
6. NEW STREET LIGHTS
7. PERPENDICULAR PARKING
8. PARALLEL PARKING
9. NEW SIDEWALK
10. NEW SIDEWALK
11. EXISTING SIDEWALK (10' MIN)
12. FUTURE SIDEWALK BY OTHERS
13. POY/DOES
14. EXISTING STREET LIGHTS TO REMAIN AT FRONTAGE ROAD
15. EXIST. POCKET PARK, EMERGENCY VEHICLE, PEDESTRIAN AND BICYCLE ACCESS ONLY - NO THROUGH TRAFFIC
16. REMOVABLE VEHICLE BARRIER & MEMORIAL ACCESS ONLY
17. LOADING ZONE
18. TURNAROUND NO PARKING ZONE
19. LIMIT OF IMPROVEMENT LINE
20. LINE OF EXISTING BUILDING
21. EXISTING CURBLINE

PRELIMINARY LANDSCAPE PLAN
VESTING
TENTATIVE PARCEL MAP 8555

CITY OF OAKLAND COUNTY OF ALAMEDA CALIFORNIA

SCHEM: 1" = 40'
DATE: MARCH 9, 2005
JOB NO.: 1200-09

David Architects Inc.
1011 PAVAN DRIVE, OAKLAND, CA 94612

Case File Numbers: ER 03-0023, GP 04-545,
RZ 04-544, TPM 8551- 8555, CDET 04-032

March 16, 2005

#5.	Location:	Wood Street Development Project (formerly "Central Station"), West Oakland. Approximately 29.2 acres between 10 th Street to the south, West Grand Avenue to the north, Wood Street to the east, and the I-880 frontage road to the west. APNs - various
Proposal:		Public Hearing on (1) certification of the Final Environmental Impact Report, (2) a proposal to develop a residential, live-work, retail, and other commercial mixed use development. The site would be redeveloped with up to 1,557 residential units, including 186 live/work units, some in converted warehouses. Commercial space would include 13,000 s.f. of neighborhood-serving commercial uses plus up to 15,000 s.f. of civic uses associated with the historic Southern Pacific 16 th Street train station. The project proposes retention of the main hall and a portion of the elevated tracks of the 16 th Street Train Station, and retention and restoration of the Signal Tower. The project would restore the main hall and the retained portion of the elevated tracks to Secretary of Interior Standards. Historic structures proposed for demolition include a portion of the 16 th Street Train Station elevated tracks and the entire baggage wing section of the Train Station. Public open space, consisting of a public plaza in front of the station's main hall and five pocket parks totaling approximately 1.39 acres would be provided. In addition, approximately 2.82 acres of private open space will be created for residents.
Applicants/Owners:		Build West Oakland, LLC; PCL Associates, LLC; HFH Central Station Village, LLC; Central Station Land, LLC
Contact Person/Phone Number:		Andrew Getz, (510) 652-4191; Carol Galante, (415) 989-1111; Rick Holliday, (510) 547-2122
Case File Numbers:		ER 03-0023, GP 04-545, RZ 04-544, CDET 04-032, Vesting TPM 8551 - 8555
Planning Permits Required:		General Plan Amendment, Zoning Code Amendment and Rezoning, Redevelopment Plan Amendment, Five Vesting Tentative Parcel Maps
General Plan:		Business Mix
Zoning:		M-20/S-16 (Light Industrial/Industrial-Residential Transition Combining Zone); M-30, (General Industrial); M-30/S-16 (General Industrial/Industrial-Residential Transition Combining zone)
Environmental Determination:		The Final Environmental Impact Report was published on February 7, 2005
Historic Status:		16 th Street Train Station and 16 th Street Signal Tower (Rated A1+); City of Oakland Landmark, determined eligible for National Register of Historic Places. Project area also includes two Historic Districts: (1) 16 th Street Train Station Commercial District, including Bea's Hotel, 1751-57 16 th Street (Dc2+); and, (2) Pacific Coast Canning district, 1111-1119 Pine Street (Cb+2+). The two districts are considered Areas of Secondary Importance; however, they adjoin the Oakland Point Area of Primary Importance (determined eligible for the National Register).
Service Delivery District:		West Oakland 1
City Council District:		3, Nancy Nadel
Action to be Taken:		(1) Certification of the Environmental Impact Report; (2) Approval of five Vesting Tentative Parcel Maps (contingent upon General Plan Amendment and Rezoning approvals); (3) Recommend to the City Council approval of (a) General Plan Amendment and (b) Wood Street Zoning District; (4) Adopt a report to the Redevelopment Agency and the City Council recommending the adoption of the amendment of the Oakland Army Base Redevelopment Plan.
For Further Information:		Contact Margaret Stanzione , Project Planner, Major Projects (510) 238-4932 or mstanzione@oaklandnet.com

SUMMARY

An application for the Wood Street Development Project, consisting of a mix of residential, commercial, and community uses, was submitted to the City in October 2003. The proposed project requires the approval of a General Plan Amendment from "Business Mix" to "Urban Residential," adoption of the Wood Street Zoning District, approval of amendments to the Oakland Army Base Redevelopment Plan, and approval of five vesting parcel maps. Additionally, approval is required from the Bay Conservation Development Commission and the Regional Water Quality Control Board.

Previous meetings were held before the Planning Commission on December 17, 2003 (EIR Scoping Meeting), October 20, 2004 (Public Hearing on the Draft EIR), and January 26, 2005 (during which staff presented the results of the draft environmental impact report and discussed major policy issues regarding the proposed project). The Final Environmental Impact Report (FEIR) was published on February 7, 2005.

The purpose of this meeting is for the Planning Commission to take any remaining public testimony concerning the project and to consider whether to: (1) Certify the Environmental Impact Report; (2) Approve the five proposed Vesting Tentative Parcel Maps (contingent upon General Plan Amendment and Rezoning approvals); (3) Recommend to the City Council approval of a General Plan Amendment and the proposed Wood Street Zoning District; and (4) Adopt a report to the Redevelopment Agency and the City Council recommending the adoption of the amendment of the Oakland Army Base Redevelop Plan and Recommend to the Redevelopment Agency approval of the amendments to the Oakland Army Base Redevelopment Plan.

PROJECT DESCRIPTION AND BACKGROUND

A mixed-use residential, commercial, civic use project has been proposed on a 29.2 acre site in West Oakland located approximately two miles from downtown Oakland. The site is surrounded by the I-880 freeway to the west; the elevated portion of Grand Avenue to the north; a mixture of single family homes, warehouses, and Raimondi Park across Wood Street to the east; and the California Waste Solutions directly to the south. The existing neighborhood between the project site and downtown Oakland can be described as a mixture of historic Victorian homes, small cottages, multifamily housing, warehouses, heavy industrial/commercial uses, light industry, parks, schools, religious facilities, community centers, and the West Oakland BART Station. Refer to Attachment A, Project Location, Figure S-1, DEIR p. S-2.

The project sponsors are proposing to construct 1,557 residential units, including 186 live/work units; some in converted warehouses. Commercial space would include 13,000 s.f. of neighborhood-serving commercial uses, including possibly some office space, plus approximately 15,000 s.f. of space for civic or community uses associated with the historic Southern Pacific 16th Street Train Station. The historic 16th Street Train Station, a City of Oakland landmark, is proposed to be modified with the removal of the baggage wing and the majority of the elevated tracks. The remainder of the train station, a portion of the elevated tracks, and the signal tower will be preserved. The main hall and the retained portion of the elevated tracks will be restored to Secretary of Interior Standards. The 0.75 acre area in front of

the 16th Street Station will be improved as a large plaza available for use as public gathering space.

Three separate developers are proposing to divide the 29.2 acre site into nine different development areas (as described in the Wood Street Zoning District), including five individual vesting tentative parcel maps containing a total of fifteen parcels or lots. The table below summarizes the relationships between the property owners, development areas, and parcel maps. Refer to Attachment B, Proposed Development Areas, Figure S-2, DEIR, p. S-3. Although the project will be developed in phases, by separate property owners, the projects together will have the overall appearance of a planned development. Refer to Attachment C, Illustrative Concept Plan, Figure S-3, DEIR, p. S-7.

Project Sponsor	Development Area	Parcel Map No.
BUILD West Oakland, LLC	1	8551
PCL Associates LLC	2	8552
BUILD West Oakland, LLC	3	8551
HFH Central Station Village, LLC	4	8553
BUILD West Oakland, LLC	5	8554
BUILD West Oakland, LLC	6	8554
Central Station Land, LLC	7	8555
Central Station Land, LLC	8	8555
BUILD West Oakland, LLC	9	8554

DEVELOPMENT AREAS – EXISTING USES AND PROPOSED DEVELOPMENT

The following is a brief summary of the development areas, their existing land uses, and the land uses proposed by the project sponsors (see Attachment D, Project Area Land Use and Development Program by Development Area, Table S-1, DEIR p. S-9). These descriptions are based on the “Proposed Project” analyzed in the EIR (and not the “Maximum Residential Scenario” or “Maximum Commercial Scenario” or “Maximum Trips Scenario” discussed in the DEIR). Pages 2-13 to 2-21 of the Draft EIR include a more extensive description of each development area.

The Maximum Residential Scenario includes up to 1,557 dwellings and 27,847 square feet of commercial buildings. An alternative scenario, called the Maximum Commercial Scenario, would substitute commercial activities for dwellings in three Development Areas: in Development Area 2, instead of 189 dwellings, 220,779 square feet of commercial building area would remain in commercial use, predominantly as storage space; in Development Area 4 the ground floor, street-facing dwellings would become commercial spaces, resulting in 33 fewer dwellings and 33,000 square feet more commercial space; in Development Area 8, instead of building 251 dwellings, 258,000 square feet of commercial building(s) would be constructed, predominantly as offices.

Development Area One

Existing - This 2.89 acre site, over 1,200 feet long and 100 feet wide, is vacant. Located to the east is the California Waste Solutions, a recycling facility, which is outside any of the project areas, and Bayport Warehouse Distribution, which is in Development Area Two.

Proposed – This area is proposed to be developed for 82 live-work units in three-story townhouses or podium buildings depending upon the preferred type of construction. Maximum height of the structures is 50 feet. Approximately 8,200 s.f. of private open space would be provided within the residential projects for use by the residents.

Development Area Two

Existing – This 3.67 acre site contains four existing industrial buildings with an aggregate total of 220,779 s.f. of floor area. Located on the site are the Bayport Warehouse Distribution facility, also known as the “Ice House,” the Pacific Coast Cannery Building, and two concrete tilt-up one-story buildings.

Proposed – Development proposed in this area includes 189 residential units with 18,900 s.f. of private open space. New residential construction will also include live-work units, townhouses, or apartments (flats) at a height up to 65 feet. The two concrete tilt-up buildings are proposed to be demolished to allow for residential development. The Pacific Coast Cannery Building would be seismically upgraded and improved as residential lofts. The current footprint would remain, but interior improvements would increase the floor area to accommodate residential development. The Bayport Warehouse Distribution facility (“Ice House”) would remain, but eventually be converted to residential uses.

Development Area Three

Existing – This 5.59 acre area contains no existing structures but is used as a truck storage and transfer yard. A recycled auto parts business and artist’s studios are to the south across 12th Street and residences and a commercial building are to the east across Wood Street.

Proposed – Approximately 200 for-sale townhouses or stacked flats, and 20,000 s.f. of private open space, are proposed for this site. The maximum height for structures facing Wood Street is 40 feet; interior structures are proposed up to 50 feet in height.

Development Area Four

Existing - This 6.63 acre area contains a warehouse and a commercial building, known as Bea’s Hotel. The warehouse is associated with a truck storage and transfer yard and occupies a building of approximately 18,200 square feet. Bea’s Hotel is not currently owned by HFH Central Station Village, LLC but the parcel is included within Development Area Four of the Wood Street Zoning District.

Proposed – Up to 450 apartments, condominium units or live-work units and 33,750 s.f. of private open space, are proposed for this area. The proposed maximum height of structures is 40

feet along Wood Street, 50 feet facing the plaza, and 65 feet over the remainder of the site. Upon acquisition of Bea's Hotel, the hotel would be demolished and the site would be redeveloped with up to 7,000 s.f. of local-serving retail and other commercial businesses that would face onto the 16th Street Plaza to the north.

Development Area Five

Existing – Situated on this site is the historic 16th Street Train Station. The historic 16th Street Train Station, which was designated City of Oakland Landmark No. 81 in 1984, is located in this development area, although components of the train station are also located in Development Areas Four and Six.

Proposed – The Main Hall and a portion of the elevated platform of the historic 16th Street Train Station is proposed to be seismically stabilized, renovated, and preserved. Restoration of the Main Hall would incorporate exhibit space commemorating the site as the end of the Trans-continental Railroad and the gateway arrival point in the West, and its historical significance to the organization of the Brotherhood of Sleeping Car Porters, the first Black worker's union in the United States. The exhibit space could also serve as a venue for private and public events. The proposal includes the demolition of the baggage wing and the majority of the elevated tracks to provide sufficient space to permit an economically feasible residential development within the adjacent Development Area 6 and to provide access to such residential development.

Development Area Six

Existing – This 3.04 acre site is predominantly used as a storage area, but encompasses several facilities associated with the 16th Street Train Station, including (1) the 828 s.f. historic 16th Street Signal Tower north of the Main Hall; (2) portions of the elevated tracks, west of the Main Hall; (3) most of the one-story baggage wing building; and (4) a one-story industrial building.

Proposed – The project sponsor proposes to demolish the baggage wing attached to the Main Hall of the 16th Street Train Station and the majority of the elevated tracks. The one-story industrial building would also be demolished. The 16th Street Signal Tower would be restored and, possibly, reused within the development. The remaining portion of the development area would be redeveloped with approximately 215 residential units, 16,125 s.f. of private open space, and up to 6,000 s.f. of commercial/retail space. Residential units would be constructed as live-work units, for-sale townhouses, or stacked flats. The proposed height of structures is 50 feet along Wood Street and the area facing the plaza, and up to 65 feet on the remainder of the site. The ground-level portion of the new building containing any commercial/retail space would face the 16th Street Plaza.

Development Area Seven

Existing – This 2.65 acre area contains no existing structures. A railroad spur crosses this vacant lot. Raimondi Park is located across Wood Street.

Proposed – Up to 170 residential units and 12,750 s.f. of private open space are proposed for this area. All proposed residential units would be constructed as live-work units, for-sale

townhouses, or stacked flats. The proposed height of structures is 50 feet along Wood Street and up to 65 feet on the westerly portion of the parcel. No commercial uses would be permitted in this development area.

Development Area Eight

Existing – This 2.01 acre site is vacant. Horizon Beverage Company, a beer distributor, is located across Wood Street.

Proposed – This area is proposed for residential development: up to 251 residential units (live-work, for-sale townhouses, or stacked flats) and 13,200 s.f. of private open space. The maximum height in this location is 90 feet.

Development Area Nine

Existing – This 0.75 acre site is vacant and occupies the area directly in front of the 16th Street Train Station.

Proposed – This area is proposed as a public plaza facing onto Wood Street. The 32,670 s.f. public plaza area would be bordered by the retail uses at the ground level of adjacent development areas. No building structures would be permitted in this area. It is anticipated that the plaza would be suitable for gatherings and outdoor events, such as farmers' markets, with large canopy trees to provide visual appeal and summer shade.

AREA CIRCULATION, ACCESS, AND PARKING

Vehicular Access

Vehicular access to the 29.2 acre project site is from Wood Street and a frontage road that is owned and controlled by Caltrans. The frontage road is a service road linking two half interchanges of the I-880 freeway system. The project site is also currently accessible from surrounding neighborhood streets including 10th through 20th streets and Pine Street. Although the project area is bounded by West Grand Avenue, there is no direct access to the project site from this street because West Grand Avenue is elevated and runs along the edge of the project area.

Vehicular Circulation

Improvements will be made to several streets surrounding the project site: Wood Street between 12th Street and West Grand Avenue, 12th Street between Wood and Pine Streets, and Pine Street between 12th and 11th Streets. Improvements would include roadway resurfacing, new curbs and gutters (as necessary), new sidewalks, street trees, and street lighting. To further improve access to each of the various development areas, and to provide public pedestrian and bicycle access through the /Wood Street District area, several of the east-west streets (14th, 16th, 18th and 20th Streets) that currently terminate at Wood Street or just west of Wood Street would be extended through the project area.

These street extensions would be designed such that through traffic for automobiles and trucks from Wood Street to the frontage road would be prohibited. Through access would be restricted to pedestrians, bicycles, and emergency vehicles. Improvements would be designed to City of Oakland's street standards and will be offered for dedication to the City. In addition to serving as access for pedestrians, bicycles and emergency vehicles, these areas would be landscaped and function as "pocket parks," or public open space within the Wood Street District.

Emergency Access

Emergency access would be provided at street frontages along all public streets, and emergency vehicles would be the only vehicles that would have through access on 14th, 16th, 18th, and 20th Streets throughout the project area.

Pedestrian and Bicycle Circulation

Pedestrian and bicycle circulation would be provided along all public streets. Pedestrian access through the project area would occur along all east-west streets and along the public streets bordering the project area. Bicycle traffic would share the public streets in the project area. Roadway, curb and gutter, sidewalks, landscaping, and lighting would be improved on these streets.

Parking

Parking is proposed throughout the project areas and along the public streets surrounding the project sites. The off-street parking standard proposed in the Wood Street Zoning District is 1.1 spaces per dwelling unit with no designated on-site parking for visitors. Parking for Development Area 3 will be provided at 1.7 spaces/du and for Development Area 4 at 1.8 spaces/du. Visitor parking is expected to be provided on the public streets being created within the project areas and on surrounding streets. Parking for private residents would be provided in on-site parking structures incorporated into the design of the residential structures or on surface lots. Parking for commercial uses will be provided along the edges of the commercial areas.

OPEN SPACE

Private open space is proposed for each residential development as discussed above. These areas would be designed as courtyards or group areas for project residents. Public open space areas include 0.64 acres of pocket parks and the 0.75 acre plaza in front of the 16th Street Train Station.

LANDSCAPING

Landscaping is proposed throughout the project areas. New street trees are proposed along Wood Street and the frontage road, as well as the project area boundaries along 11th, 12th, and Pine Street in accordance with the proposed Wood Street Zoning District.

CREEK DETERMINATION

The project sponsors submitted an application for an official determination regarding the verification of a creek on the property. The following determination was made by the City's Public Works Agency, Environmental Services Division, and sent in a memorandum dated December 15, 2004:

"These properties are not creekside properties. While these properties are not creekside and therefore do not require a creek protection permit, they are still subject to provision of the Creek Protection, Storm Water Management and Discharge Control Ordinance (OMC 13.16) and must follow best management practices concerning site design and construction practices. Due to its size, the project will be required to incorporate stormwater detention, retention, or infiltration measures. The project should not increase erosion, cause an illicit discharge (including soil erosion), and should maximize use of native plants in landscaping Plans."

OTHER AGENCY ACTIONS

In addition to obtaining project approval from the City and the Redevelopment Agency, the project sponsors will also need approval from other agencies as summarized below:

San Francisco Bay Conservation and Development Commission Bay Plan and Seaport Plan

A portion of the Project Area affecting Development Areas 6, 7 and 8 is included in the "Port Priority Use" designation on the BCDC Bay Plan and Seaport Plan. This designation does not allow residential land uses. The removal of this designation by the BCDC Board would need to be approved for this part of the site to be used as requested by the project sponsors.

Regional Water Quality Control Board

The RWQCB is the approving agency for clean up of soil contamination. A Remedial Action Plan for soil remediation will need to be approved prior to any work being done on the site.

PROJECT PHASING

While the project sponsors intend to develop each parcel map area independently so that each project can stand on its own, there is agreement that the entire area should have the look and feel of an integrated mixed-use residential addition to the West Oakland community. The proposed Wood Street Zoning District will guide the overall development of the entire project area through the application of design and development standards to assure consistency in a coordinated manner throughout the 29.2 acre site. Each individual development area will be processed much like a Planned Unit Development (PUD) and will require approval of a Planned Development Permit and Final Development Permit as defined in the Wood Street Zoning District. Consistent public improvements will be installed along with each phase of development as specified on the vesting tentative parcel maps and the conditions of approval for the vesting tentative parcel maps.

Construction is likely to occur over a ten year period in the following approximate phases, though actual phasing may vary, depending upon the timing of development by each project sponsor.

Phase One (2005-2006): Development Areas One, Two, Three, Four, and Nine, generally the portion of the project area south of the 16th Street Train Station, plus the 16th Street Plaza, are expected to be commenced and completed during this period.

Phase Two (2006-2007): Residential and commercial portions of Development Area Six, including restoration of the Signal Tower, are expected to be commenced and completed during this period.

Phase Three (2008-2013): Restoration work on the Main Hall of the 16th Street Train Station (Development Area Five) is anticipated to begin as soon as the necessary funding in the form of tax increment is available, likely in 2008. Completion is expected to take several years.

Phase Four (2008-2015): Development Areas Seven and Eight are planned for implementation during this time.

PREVIOUS PLANNING COMMISSION REVIEW

Previous meetings were held before the Planning Commission on December 17, 2003 (EIR Scoping Meeting), October 20, 2004 (Public Hearing on the Draft EIR), and January 26, 2005 (during which staff presented the results of the draft environmental impact report and discussed major policy issues regarding the proposed project). The Final Environmental Impact Report (FEIR) was published on February 7, 2005. In addition, there have been several community meetings sponsored by the developers as well as meetings of the West Oakland Project Area Committee (WOPAC) about this proposal.

At the January 26, 2005 Planning Commission public hearing, staff presented the project and discussed the major issues and review process; project sponsors described the proposed project in more detail; over 60 public speakers spoke about the proposed development; and staff requested the Commission to address several policy issues discussed in the staff report. Following is a summary of the Planning Commission comments:

- The proposed General Plan Amendments and Wood Street Zoning District appear to be an acceptable approach to govern future development at the site. In particular, the density, layout and overall design concepts are acceptable.
- Separate vesting parcel maps are acceptable.
- More design work and detail is required for the public plaza in front of the Main Hall.
- Retail uses are a critical component of the development and ground floor space should be reserved.
- Adjacent industrial uses at the side of the site are of concern; buffers or other means to

screen and protect the proposed residential uses need to be incorporated into the development standards.

- The developers and staff should continue to work with the various community groups to find acceptable solutions to concerns.
- In addition, individual Commissioners mentioned the following other points:
 - The project construction jobs should include policies pertaining to local hiring and living wage.
 - The project should consider improvements to Raimondi Park.
 - The project should include an affordable housing component.
 - The project should preserve the Train Station as much as possible.
 - Future uses of the Train Station should be broad based and include both community and commercial activities.
 - Bea's Hotel should not be acquired through the eminent domain process.
 - Clarification is required concerning the extent to which trips from this project affect outlying intersections that were not included for study in the EIR.

LANDMARKS PRESERVATION ADVISORY BOARD REVIEW

Two meetings were held before the Landmarks Preservation Advisory Board regarding the historic resources in the project. The meeting on October 18, 2004 was a public hearing about the draft EIR. At that meeting, the LPAB requested that the Final EIR provide more information about the history of the 16th Street Train Station and expand the mitigation measures for preservation of the resources. In response, the Final EIR includes Master Response 4 which responds to the issues raised in the Draft EIR including additional mitigation measures for preservation.

The LPAB conducted a special public hearing on February 28, 2005 to specifically discuss the proposed renovations to the cultural resources in the Wood Street Development Project. Refer to the "Landmarks Preservation Advisory Board Comments" section of this report for a summary of the discussion.

GENERAL PLAN ANALYSIS AND THE PROPOSED GENERAL PLAN AMENDMENT

The project sponsors are requesting to amend the General Plan Land Use Map from "Business Mix" to "Urban Residential" to accommodate residential development on the site. The intent of this land use category is to

"create, maintain, and enhance areas of the City that are appropriate for multi-unit, mid-rise or high-rise residential structures in locations with good access to transportation and other services."

While the primary use is residential, mixed use buildings, with ground floor commercial uses and public facilities of compatible character are also encouraged. The maximum allowable density in these areas is 125 units per gross acre. Although the EIR studied environmental impacts

including 264 dwellings in 2.01 acre Development Area 8, this would produce 131 dwellings/acre, so the maximum number of dwellings in this Area would be limited to 251 because of the General Plan maximum density limit. The Maximum Residential Scenario results in an actual yield of 1,557 dwellings instead of the 1,570 studied in the EIR.

The current General Plan designation of "Business Mix" does not allow residential uses. Because the proposed project includes approximately 1,557 residential units and neighborhood-serving commercial uses in the Maximum Residential Scenario, and warehouse and office building uses in the Maximum Commercial Scenario, the General Plan land use map for this site will need to be amended to "Urban Residential," a designation that allows both higher density residential and some commercial uses. This is a significant land use change from what was originally designated in the General Plan for this area. While residential land uses do not meet the intent of the existing "Business Mix" land use designation, this residential, mixed-use development in this location is supported by other policies in the General Plan (refer to pages 3.2-11 to 3.2-18 in the DEIR for a discussion of policies that are consistent with the proposed Project).

Growth and Change - The *Land Use and Transportation Element* of the General Plan identifies certain areas in West Oakland for "growth and change." The large sites are generally situated along major transit corridors and near mass transit facilities, such as the BART station. The policies for these areas are to increase residential densities and promote the transition to new land uses. Wood Street, Pine Street, and the frontage road are identified as areas where infrastructure and landscaping need to be improved. The Wood Street/Pine Street area was designated an area for additional employment opportunities that would support some of the "high tech" businesses that were proliferating during the late 1990s. The expansion of high tech industries never materialized and the area remains underutilized. Due to its proximity to the freeway, and convenient access to the North Bay, South Bay, areas further inland and San Francisco, property within the Wood Street Zoning District is being looked at as an attractive place to provide infill housing and mixed use development.

Inconsistency of Existing Land Uses - Because the site is so convenient to the freeway and to other places in the Bay Area, however, it is also attractive to trucking and transportation activities. While these manufacturing uses may be consistent with existing land uses currently on the site, they do not meet the intent of the General Plan and Redevelopment Plan to have this site developed as a high tech business park and major employment generator. Nor does the continuation of uses that rely on warehouse and truck transport uses meet the intent of other West Oakland policies that support the reduction of truck uses in the area and call for the buffering of such uses from residential areas.

Demand for Housing - The growing and consistent demand for housing throughout the Bay Area region is causing developers to consider infill sites that would not have appeared marketable for such use five years ago. This site represents a solid opportunity for infill development given the existing stable neighborhood context, available infrastructure, and close proximity to services and transit. It is a good example of "smart growth." Although housing was not the intended land use for this site 7 or 8 years ago, it is an appropriate land use for the area today given the mixed use character of West Oakland, and the fact that the Wood Street Zoning District development standards will provide appropriate buffering and screening for the transition between housing and

industrial uses. The site abuts existing residential development on some of its boundaries and would extend the residential uses even further. Also, the residential land use would have fewer health impacts on the West Oakland neighborhood than the existing industrial uses and would reduce the number of trucks associated with existing businesses.

Air Quality and Public Health Concerns - Many comments were received about the air quality and public health concerns affecting West Oakland residents. Under the “Business Mix” General Plan land use designation, and the current Industrial zoning, the industrial businesses would continue to operate. The industrial and manufacturing processes, and the related truck activity, would produce more particulate emissions than the proposed project. Under the “Urban Residential” land use designation, and buildout of the proposed project, there would be “fewer small particulate emissions and lesser potential health effects for West Oakland than if the Project Area were developed in accordance with its current designation for a mix of businesses” (Master Response 3, FEIR, p. 3-12).

Master Response 3 also discusses the potential health impacts of locating new residents in close proximity to I-880. Citing several studies, and looking at the amount of truck traffic in this location and distance from the freeway, it was concluded that the “particulate emission levels in the Project Area vicinity from diesel emissions are comparable to other locations in the Bay Area, and there would not be a noticeably greater health risk to locating new residents here than in other locations in Oakland.”

Elimination of Blight – New development in this location would improve the underutilized and blighted area. The tax increment generated by the mixed-use residential project could be used to restore the Main Hall of the 16th Street Train Station and used elsewhere in the Oakland Army Base Redevelopment Area to foster further public improvements.

Staff Recommendation

Staff supports the request to amend the General Plan land use designation to “Urban Residential” for the reasons discussed above. New residential development would be an extension of existing residential neighborhoods, would reduce the amount of truck traffic associated with existing businesses, would improve the underutilized and blighted area, and would generate tax increment to be used in the Oakland Army Base Redevelopment Area to foster further improvements. Exhibit G, the Resolution Amending the General Plan Land Use Designation, contains the findings to support this recommendation.

OAKLAND ARMY BASE AREA REDEVELOPMENT PLAN AMENDMENT

The project site is within the Oakland Army Base (OARB) Redevelopment Project Area. Other properties within the Oakland Army Base Project Area include: (1) the former Oakland Army Base property; (2) the Port of Oakland’s maritime area west and south of the Base, including the existing marine terminal facilities and related infrastructure along the Outer and Inner Harbors channels, as well as the former U.S. Fleet Industrial Supply Center Oakland (FISCO) property; and (3) non-residential property generally bounded by the realigned I-880 Freeway, and Pine and Wood Streets between 7th and 26th Streets.

The Planning Commission is the body that reviews the proposed amendments to the Redevelopment Plan and makes a recommendation to the City Council. The City Council is the

approving authority for the land use change and other amendments to the Redevelopment Plan. To facilitate the Wood Street project (as well as to clarify provisions of the Redevelopment Plan as they relate to this and subsequent development projects) staff is recommending the following changes to the Redevelopment Plan:

- 1) Amend the Redevelopment Plan Land Use Map (Attachment No.3C) from "Business Mix" to "Urban Residential" in the 16th and Wood Street sub-district, and
- 2) Make minor text changes to clarify that, in addition to the Oakland Army Base Reuse Plan, the City's General Plan governs development, particularly in portions of the Redevelopment Area not covered by the Reuse Plan (i.e., the 16th and Wood Street area).

It should be noted that, while not under consideration at this time, the OARB Implementation Plan will be amended and re-adopted this summer to reflect the Wood Street Project.

Redevelopment Plan Map Amendments

The Redevelopment Plan currently includes three Land Use Maps; they are cited as Attachments 3A, 3B and 3C, and collectively illustrate the preferred land uses for the OARB, Maritime (or "Port of Oakland"), and 16th and Wood Street portions of the Redevelopment Area, respectively. For the 16th and Wood Street area in particular, the OARB Redevelopment Plan does not mandate a specific development program for the project site; instead, it defers to the range of land use activities that are allowed by the Oakland General Plan and Zoning requirements. The General Plan land use designation currently assigned to the project site is "Business Mix," the same designation in the *LUTE*. Because residential uses are being proposed, it is necessary to amend the Redevelopment Plan land use map to "Urban Residential," consistent with the General Plan *LUTE*. Hence, the revised General Plan map referenced earlier in this report would now also serve as new Attachment 3C of the OARB Redevelopment Plan.

Redevelopment Plan Text Amendments

The Wood Street Project is the first major development that will be subject to the OARB Redevelopment Plan. In reviewing the Redevelopment Plan for its implications on the project, it became apparent that incorporation of a few minor text amendments to the Plan would better clarify the local planning provisions that apply to the project. In summary, the proposed text amendments:

1. add references to the City's General Plan (in addition to the existing Reuse Plan references) as being the document that governs development within the Redevelopment Area;
2. provide clarifying information about the Reuse Plan; and
3. remove the requirement for development plans, signs, variations from the controls specified in the Redevelopment Plan, and building permits to be submitted to the Redevelopment Agency for approval (these features would be reviewed by the appropriate City body as applicable, consistent with other projects in the City)

The proposed amended Redevelopment Plan for the Oakland Army Base Project is included as Attachment A to Exhibit H-2, the Ordinance adopting the second amendment to the Plan. New language is underlined; deleted text is shown as ~~strikethrough~~.

Other provisions of the OARB Redevelopment Plan that could apply to the proposed project include:

1. Property Acquisition (“Eminent Domain”)

The Redevelopment Plan allows for acquisition by the Redevelopment Agency of any real property in the Redevelopment Project Area by any means authorized by law, including use of eminent domain. Eminent domain, or condemnation, is the right of a government to take private property for a public purpose. The Redevelopment Agency may exercise eminent domain if it can be shown that such a taking is necessary for a public purpose, including implementation of the Redevelopment Plan; the property owner has been given an opportunity to participate in redeveloping the property; and the Agency has offered just compensation (including fair market value and loss of business goodwill, if any) to the property owner. To date, the project sponsors of the Wood Street Development Project have submitted no formal requests for the Agency’s use of eminent domain, although it is a tool available for the acquisition of Bea’s Hotel. It is expected that the project sponsors will pay the full costs of the Eminent Domain process, if deemed necessary.

2. Affordable Housing

The OARB Redevelopment Plan, per Redevelopment Law, contains three provisions related to affordable housing: Replacement Housing, Inclusionary Housing, and the Low and Moderate Income Housing Set-Aside (Sections 330, 331 and 332 of the Redevelopment Plan, respectively).

Replacement Housing

The Redevelopment Plan requires the replacement of any low and moderate-income units removed from a project site. The Redevelopment Agency has also adopted a supplemental replacement housing policy for Single Room Occupancy (SRO) facilities. No low- and moderate-income units, or single room occupancy facilities, will be removed from the Project Area.

Inclusionary Housing Requirements

The California Community Redevelopment Law (Health & Safety Code Section 33000, et seq.) requires redevelopment agencies to ensure that affordable housing is developed as part of any housing developed in a redevelopment project area.¹ For privately-developed housing, the law requires that at least 15% of all new and substantially rehabilitated housing units developed within a redevelopment project area must be affordable to low and moderate income households. At least 40% of these units (or 6% of the total) must be affordable to very low income households.

These housing obligations must be met by an agency for each project area over the life of the redevelopment plan, and for each 10-year period during the plan’s life. The law requires that the

¹ The inclusionary requirement only applies to project areas adopted during or after 1976.

five-year implementation plan for each project area include a plan to comply with these affordable housing requirements over the 10-year compliance period.

The law does not require that an agency impose the 15% obligation on each housing project (although the law and the OARB Redevelopment Plan permit the Agency to do this). Rather, the redevelopment agency is required to meet this obligation for the project area as a whole during the compliance period. If the requirements are not met during a 10-year compliance period, the agency must meet the goals on an annual basis until the requirements for the 10-year period are met. If the agency has exceeded the requirements, any excess units can be counted toward satisfying the requirements for the next 10-year period.

The Oakland Army Base (OARB) Redevelopment Plan was adopted in July, 2000, so the 10-year compliance period runs from 2000 to 2010. The current Implementation Plan for the Army Base Project Area expires in July of this year, so the Agency will need to adopt a new Implementation Plan this year that includes a plan showing how the Agency will comply with the affordable housing requirements through 2010.

The housing units developed as part of the Wood Street project will be included in the pool of privately-developed residential units within the OARB Project Area of which 15% must be affordable to low and moderate income families. Since the Wood Street project will develop a total of up to 1,557 new units, the obligation will be to provide up to 234 low and moderate income units, with 94 units affordable to very low income households. Redevelopment law provides several options to the Redevelopment Agency to ensure that the affordable housing obligations resulting from the Wood Street project are met. These options are as follows:

(1) Impose an inclusionary setaside of affordable units on the Wood Street project

This option can be required of the developers by the Agency. It would require the developers to set aside a portion of the units for sale or lease to qualified residents. The developers have stated that this option is not feasible given development costs and required return on investment. They have submitted an example of the financial impact of this inclusionary requirement as Attachment E.

(2) Ensure that the required numbers of units are developed elsewhere within the OARB Project Area

This option would require adding additional residentially zoned land area to the OARB Project Area.

(3) Ensure the required numbers of units are developed outside the OARB Project Area at a 2-to-1 ratio for each unit not provided within the OARB Project Area

This option could be used with the approval of the Agency.

- (4) Merge the OARB and West Oakland Project Areas to allow the obligation to be met across the merged area

Similar to Option (3), this would allow the Agency to meet all or a portion of the affordable housing obligation within a larger geographic area.

- (5) Aggregate the number of affordable units required of the OARB Project Area with one or more other project areas upon findings that doing so would not cause or exacerbate racial, ethnic or economic segregation

This option would provide an even larger geographic area to be considered for meeting the affordable housing requirement.

See Attachment F for additional detail about redevelopment law requirements and these available options.

3. Oakland Army Base Redevelopment Plan Environmental Impact Report (EIR) Mitigation Measures and Fair Share Requirements

In July 2002, the Planning Commission certified the OARB Redevelopment Plan EIR. The EIR identified a package of environmental mitigations associated with the entire OARB project area; Wood Street was identified, at that time, as a Sub-Area. These mitigation measures relate primarily to traffic improvements, including Fair Share issues, and are referenced in the current Wood Street Development Project DEIR as Appendix I. The OARB mitigation measures must be incorporated on a proportional basis to the proposed project, and therefore are included, as applicable, in the Conditions of Approval for all of the Vesting Tentative Parcel Maps.

Specific fair share requirements will be identified at the time of approval of Planned Development Permits, Final Development Permits, or final maps, as appropriate, for the fair share cost of the proposed transportation improvements and other measures. The City and Port have been working on an overall methodology to distribute the costs based on trip generation projections based on an analysis of cost estimates for the key improvements required to mitigate cumulative impacts. A proportional share has been assigned to the Wood Street Project as follows:

West Grand/Frontage	\$1.596 million
West Grand/Maritime	\$180,000
All other intersections	\$180,000

Staff Recommendation

- (1) Adopt the text and map amendments to the Oakland Army Base Redevelopment Plan and recommend to the City Council adoption of the amendments to the Redevelopment Plan for the reasons stated above. Exhibits H-1 and H-2, the Resolution and Ordinance amending the Oakland Army Base Redevelopment Plan, contain the findings to support this recommendation.

(2) In considering their recommendations to the Redevelopment Agency pertaining to the proposed amendments to the OARB Redevelopment Plan, the Commission should have confidence that the affordable housing obligations under the Redevelopment Plan and other State requirements can be met during the required 10 year time frame. Staff believes that there are sufficient options available to the Agency to fulfill the 234 unit affordable housing requirement. It is likely that a combination of options will be used to meet the Agency's obligation. If the Commission has particular recommendations pertaining to specific approaches that the Council should consider, they should make those preferences a part of their overall recommendations. During the next few weeks, the developers and staff will continue to work on a specific set of recommendations for Agency consideration in April.

ADOPTION OF THE WOOD STREET ZONING DISTRICT

The Oakland Zoning Code, Chapter 17 of the Municipal Code, as written, does not contain the appropriate land use regulations and development standards in one zoning district to address large, mixed use projects. There are several planning and zoning tools available to implement such projects but to date Oakland has not adopted a Planned Development zone, and the existing Planned Unit Development zone is awkward because they must rely on an underlying zoning district. In this case, the underlying zones are Light Industrial (M-20), General Industrial (M-30), and Industrial-Residential Transition Combining Zone (S-16), none of which are appropriate for residential development and all of which are inconsistent with the proposed "Urban Residential" General Plan land use designation. To address this issue, staff and the project sponsors have prepared a district unique to this site called the "Wood Street Zoning District." (See Exhibit E).

Although the proposed development allowed by the Wood Street Zoning District involves three property owners, and is divided into five vesting tentative parcel maps and nine development areas, the intent is that all future projects in the area be consistent with the Wood Street Zoning District regulations and standards to ensure that the larger site is developed in a coordinated and cohesive manner.

The proposed zoning district is based on regulations from the existing zoning code with variations or modifications to the existing regulations to accommodate a large, coordinated, mixed-use group of developments. Most of the land use classifications are defined the same as in the existing zoning code. The land use regulations are proposed in the table format that is being drafted for the re-organization and update of the City's existing zoning code. The land use table shows land uses that are permitted, are limited (those that are permitted up to a certain threshold, usually size), are conditionally permitted, or are prohibited. These uses have been crafted to avoid future land use conflicts and inconsistencies given the essentially residential character of most development areas.

Residential standards in the Wood Street Zoning District are based on existing multifamily zoning district standards (R-50, R-60, R-70, R-80). Because there are a variety of housing types proposed within the development, the standards vary from one development area to another.

Commercial land uses identified in the Wood Street Zoning District are based on a combination of land uses from different commercial zones in the existing zoning code. The land uses

proposed are a mixture of neighborhood-serving commercial uses, including retail, office, food sales, restaurants, and various civic activity types.

Development standards are specified for each Development Area as specified in Table 5-10.1 in the proposed Wood Street Zoning District. These include a maximum and minimum density; floor area ratios; height limits; setbacks; parking; and standards for designing street-level structures and street front openings. Densities range from 29 du/ac in Development Area 1 to 131 du/ac in Development Area 8. Generally, height limits range from 40 to 65 feet throughout the project area, with the tallest buildings (up to 90 feet) permitted in Development Area 8, adjacent to the elevated freeway and elevated Grand Avenue, and the reduced heights of buildings along the Wood Street frontage. Floor area ratios for the commercial developments range from 1.38 in Development Area 2 and almost 3.0 in Development Area 8 under the Maximum Commercial Scenario. Front setbacks throughout the project site are 10 feet and side and rear setbacks vary within the development from 0 to 10 feet. The key issue here is that these development standards will be followed to ensure an overall framework for the entire 29.2 acres.

These standards are further enhanced with design guidelines that will be applied to future development throughout the project area. While no specific architectural style is recommended, there are guidelines for how certain architectural features should be designed. Special attention is given to new structures along Wood Street, the 16th Street Train Station Plaza and the frontage road. Overlay zones have been created which specify increased setbacks and reduced heights to minimize the impact of the higher density residential structures along the street frontages. By concentrating the bulk and height of the structures toward the center of the site, the contrast between the proposed residential structures and the existing residential and commercial neighborhood surrounding the site is less pronounced. Parking structures are screened, or tucked behind buildings, to encourage pedestrian activities along the street frontages. The guidelines emphasize physical design features that promote interaction with the surrounding neighborhoods by addressing building massing and articulation, street front openings and entries, building frontages, setback and height requirements, particularly along Wood Street. These design features are intended to promote a lively pedestrian street environment.

Each of the conditions of approval on the vesting tentative parcel maps is included as development standards in the Wood Street Zoning District. This means that compliance with these conditions is part of the zoning regulations just like the standards regulating maximum height, setback, or densities.

Development applications for proposals within the Wood Street Zoning District will be processed similarly to the City's current PUD, Planned Unit Development permit requirements using the Wood Street Zoning District as the underlying zone. Preliminary Development Plans and Final Development Plans would be submitted for each development proposal and would be processed according to the requirements specified in the Wood Street Zoning District.

At the January 26, 2005 public hearing Planning Commissioners agreed with staff recommendations concerning certain provision of the Wood Street Zoning District. These concern Parking, Signs, and Home Occupation requirements as follows:

- (1) The on-site parking standard for residential uses be increased from 1.0 spaces/unit to 1.1 spaces per unit to provide for some visitor parking.
- (2) A Parking Management Plan be submitted for review and approval prior to obtaining a Preliminary Develop Plan permit for the areas containing commercial development.
- (3) The sign standards and home occupation standards be the same as those in the existing zoning code.

The project sponsors have revised the draft Wood Street Zoning District in response to the Commission's direction, as follows:

- (1) The on-site parking standard has been increased to 1.1 spaces per dwelling unit, but *without separating, or designating, visitor parking.*
- (2) A Parking Management Plan is not proposed because the revised regulations will include detailed parking requirements for all non-residential activity types.
- (3) The sign standards and home occupation standards have been revised and will conform to existing zoning requirements.

The revised Wood Street Zoning District now before the Planning Commission also includes several other minor changes:

- sections of the zoning district have been relocated to improve organization of document,
- language was amended to clarify that Preliminary and Final Development plans will be processed like the existing Planned Unit Development requirements,
- land use definitions were added to distinguish between live/work and work/live units,
- land use regulations are now displayed in table format,
- discrepancies between text language and graphics were corrected,
- some development standards were slightly modified,
- development standards were added for Development Area 9, the 16th Street Plaza

Staff Recommendation

Staff recommends adoption of the Wood Street Zoning District for the proposed mixed-use residential, commercial, community use projects in the Wood Street Development Project Area. Exhibit E and F, the Ordinances approving the Wood Street Zoning District, and amending the zoning map to include the Wood Street Zoning District, contain the findings to support this recommendation.

VESTING TENTATIVE PARCEL MAPS

The project sponsors are proposing five vesting tentative parcel maps, which would subdivide the 29.2-acre project area into 15 separate developable parcels. The Property within each parcel map is owned by a separate project sponsor. The five parcel maps include the nine development areas, as shown in the table on page 3 of this report. All development within the nine development areas, and on the fifteen individual development parcels, is required to comply with the Wood Street Zoning District. (See Exhibit E)

The five vesting tentative parcel maps have been reviewed by the City's Planning and Zoning Division, Building Division, the Public Works Agency and a consulting Civil Engineer retained

by the City. An Engineers Report was prepared that showed that the maps, for the most part, complied with City of Oakland Subdivision Ordinance Chapter 16.08.010 (Contents), Chapter 16.16 (Design Standards) Chapter 16.20 (Improvements). Several modifications have been made to the plans based on the review comments. The revised plans meet the City's design standards for streets, sidewalks, parking and landscaping. Utility requirements will need to be further refined as preliminary and final development plans are reviewed for each parcel.

Conditions of Approval for the Wood Street Development Project will be placed on the Vesting Tentative Parcel Maps. A master set of conditions has been prepared for all of the maps with specific notations for individual maps or parcels if a specific condition applies only to a certain area or parcel. The development of the public improvements (streets, utilities, pocket parks, landscaping) is governed by the conditions of approval that are placed on the individual vesting tentative parcel maps as well as the graphic depictions and notes on the maps.

Parcel Map 8551 (Development Areas 1 and 3)

Parcel Map 8551, owned by BUILD West Oakland, LLC, is divided into 4 developable parcels. Parcel 1, a long, narrow shaped lot, is situated between the California Waste Solutions recycling facility at 1820 10th Street, and the frontage road. The recycling facility operates from 6:00 a.m. to 11:00 p.m. 365 days per year. The operation includes the arrival of approximately 60 loaded trucks in each 24-hour period. A portion of the 82 residential units proposed to be constructed on this parcel are planned for the area between the recycling facility and the frontage road. Although a solid wall separates the recycling facility from the site, there are still noise and odors emanating from the recycling facility that could impact future residents. A condition of approval will be placed on Parcel Map 8551 that would require options to minimize land use conflicts between the recycling facility and future residential development. Such options could include increasing the distance between the recycling facility and some of the units, applying other buffering treatment such as additional landscaping, modifying the building orientation or access, and applying Title 24 Noise Abatement Measures.

Access to Parcel 1 is from 10th Street at frontage road; access to Parcels 2 and 3 is also from frontage road through 14th Street. Parcel 4 is surrounded by 12th Street, Wood Street and 14th Street, with likely access from 12th or 14th Street. Depending on the layout of future development, access easements may be needed over some of these parcels. These easements will be included on future Preliminary Development Plans or Final Development Plans for each individual project and included in the final maps.

Public Improvements associated with Parcel Map 8551 include frontage improvements on the 10th Street extension and pocket part, 12th Street, 14th Street and Wood Street. Frontage improvements are to be installed on both sides of the street, unless noted on the Parcel Map. Frontage improvements to be installed are the full pavement width, sidewalks, curbs, gutters, lights, and underground utilities. Improvements on any adjacent project areas contained in another parcel map will be the responsibility of the project that develops first. All utilities will be consistent with any future development plan that is submitted for each parcel, and the developer will be required to dedicate any easement that is necessary to support those utilities and service an adjoining parcel.

Public improvements will be installed as follows: Parcel 1 is responsible for the improvements to the extension of 10th Street. Parcel 2 will construct the portion of 14th Street accessed from the frontage road. Parcel 3 will be responsible for the improvements to the existing 14th Street right of way, as well as the portion accessed from the frontage road, should its development precede Parcel 2 of this map or Parcel 1 of Map 8553. Parcel 4 will construct the improvements on 12th Street, Wood Street from 12th Street to 14th Street, and 14th Street should development on this parcel precede development of Parcel 2 or 3 of this map and Parcel 1 of Map 8553.

Parcel Map 8552 (Development Area 2)

Parcel Map 8552, owned by PCL Associates, LLC, is divided into two parcels. Parcel 1 is located directly across 11th Street from the California Waste Solutions recycling facility discussed above. A warehouse called the “Ice House” is located on this parcel. The Ice House warehouse is likely to remain as long as the recycling facility continues to operate in its current location. Eventually residential uses will be placed on Parcel 1. Because of the site’s proximity to the recycling facility, the same condition of approval has been placed on Map 8552, Parcel 1 regarding buffering between the two land uses if residential units are constructed while the recycling facility continues to operate.

Access to Parcel 1 is from 11th Street and Pine Street. Access to Parcel 2 is from 12th Street and Pine Street. Access to new roadways may occur as individual projects are developed.

Public improvements associated with Parcel Map 8552 include frontage improvements on 11th Street and Pine Street. Improvements on Pine Street will be installed along with the completion of the first development project on Parcel 2. Improvements to 11th Street will occur when the “Ice House” parcel is redeveloped. Improvements on any adjacent project areas contained in another Map will be the responsibility of the development project that proceeds first. All utilities will be consistent with any future development plan that is submitted for each parcel, and the developer will be required to dedicate any easement that is necessary to support those utilities and service an adjoining parcel.

Parcel Map 8553 (Development Area 4)

Parcel Map 8553, owned by HFH Central Station Village, LLC, is divided into three parcels. Parcel 2 contains a portion of the elevated tracks associated with the 16th Street Train Station that are proposed for removal. Parcel 3 is Bea’s Hotel, which is not owned by the Project Sponsor at this time.

Access to Parcel 1 is from 14th Street, 16th Street, and Wood Street. Parcels 2 and 3 are accessed from 16th Street. The first development project within Parcel Map 8553 will be responsible for all public improvements to 14th Street, 16th Street, and Wood Street between 14th Street and 16th Street, unless development has occurred on an adjacent parcel and the public improvements were already installed.

Parcel Map 8554 (Development Areas 5, 6 and 9)

Parcel Map 8554, owned by BUILD West Oakland, LLC, is divided into four parcels. Parcel 1 is the proposed location of the 16th Street Train Station plaza; Parcel 2 contains the historic 16th Street Train Station, a portion of the elevated tracks and platform, and a portion of the baggage wing; Parcel 3 contains the remaining elevated tracks, platform, the remainder of the baggage wing, and the signal tower; and Parcel 4 is a portion of the 16th Street extension that connects to the frontage road. The warehouse structures situated on Parcel 3 are proposed to be demolished.

Parcel Map 8555 (Development Areas 7 and 8)

Parcel Map 8555, owned by Central Station Land, LLC, is divided into two development parcels. This Parcel Map is responsible for the public improvements to Wood Street, and the extensions of 18th Street and 20th Street. Parcel 1 will be responsible for the public improvements to Wood Street, from 18th Street to 20th Street (unless Parcel 2 is developed first), 18th Street (unless preceded by Parcel 3 of Map 8554), and 20th Street if needed for access. If Parcel 2 is developed first, public improvements will need to be constructed along Wood Street, from 18th Street to West Grand Avenue (unless Parcel 1 is developed first), and 20th Street.

Phasing of Public Improvements

As mentioned above, each project sponsor is responsible for construction of a certain portion of the public improvements depending on the sequencing of development. The project sponsors have assured the City that as individual development projects are approved, the project sponsor will be responsible for construction of the public improvements as well as the internal improvements associated with the development. Agreements will need to be made among the project sponsors regarding reimbursement for improvements. The City's main interest in phasing of the public improvements is to ensure that they are phased properly to serve each development as well as around the entire site when all developments are completed.

Subdivision Findings

In order to approve the Vesting Tentative Parcel Maps, the Planning Commission will need to make the following Tentative Map Findings (Section 16.08.030 O.M.C. & California Government Code Section 66474:

A. That the proposed map is consistent with applicable general and specific plans

Subdividing the 29.2-acre site into five vesting parcel maps and 15 individual developable parcels is consistent with the proposed "Urban Residential" General Plan designation. With the amendment of the General Plan land use map, the land uses in the proposed project are consistent with those described in the "Urban Residential" General Plan land use category and those specified in the proposed "Wood Street Zoning District."

B. That the design or improvements of the proposed subdivision is consistent with applicable general and specific plans

The illustrative concept plan and the Wood Street Zoning District Regulations (Appendix H in the DEIR) studied in the Environmental Impact Report is consistent with the density and intensity standards of the “Urban Residential” General Plan land use designation. The parcel maps do not include a specific development proposal. The public improvements depicted on the vesting tentative parcel maps, however, will be consistent with the City’s street, parking, utility, and landscaping standards when amended according to the comments received during map review. The final vesting parcel maps will be prepared in accordance with City standards.

C. That the site is physically suitable for the type of development

The topography of the project area is relatively flat making it suitable for residential development. The street extensions are a continuation of an existing circulation pattern thereby allowing many points of access to the project area.

D. That the site is physically suitable for the proposed density of development

The 29.2-acre project area can accommodate a variety of housing types and densities.

E. That the design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat

The mitigation measures proposed in the Environmental Impact Report will be made conditions of approval for the project thereby reducing any potential impacts to biological resources (removal of trees and destruction of bird nests) to less than significant.

F. That the design of the subdivision or the type of improvements is not likely to cause serious public health or safety problems

The design of the public improvements is not likely to cause any public health or safety problems. The circulation pattern has been designed to City street and emergency access standards thereby eliminating any traffic safety problems. Pedestrian and bicycle improvements will be constructed with each of the individual developments thereby improving non-vehicular movements.

During the EIR review, many comments were received about air quality issues and public health concerns during construction. Master Response 3 of the Final EIR discusses additional studies that were carried out to determine the significance of diesel fuel and particulate matter emissions during construction. Using a model recommended by BAAQMD, the results showed that PM₁₀ generated by project construction would be considered less-than-significant. Therefore, no further mitigation measures would be required.

Even though PM₁₀ emissions would be considered less than significant, there are other measures that could further reduce the generation and dispersion of particulate matter during construction. Because the construction period for the project could last ten years, PM₁₀ construction emission for the project would occur for a long period, rather than the short-term construction impacts assumed for most projects. As a result, the project sponsors could further minimize PM₁₀ emissions by following the Bay Area Air Quality Management District (BAAQMD) guidelines

for operating construction equipment. These will be considered during preparation of the Construction Traffic Management Plan.

G. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision

The community has requested that extension of the existing street pattern from 10th Street to 20th Street not be permitted to connect to the frontage road. All pocket parts terminating at the ends of the streets will be open to the public as well as the 16th Street Train Station Plaza to be improved in front of the station. Commercial development constructed within the project will be available to both project residents and other neighborhood residents.

H. That the design of the subdivision does not provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

The individual residential developments proposed in the future will, to the extent feasible, maximize passive or natural heating or cooling opportunities in the subdivision. These design features will be assessed during application review for future projects.

Staff Recommendation

Staff believes that the Planning Commission can make the findings to approve the Five Vesting Tentative Parcel Maps, contingent on approval of the General Plan Amendment to change the land use designation to "Urban Residential" and the approval of the Wood Street Zoning District. All Conditions of Approval placed on the Vesting Tentative Parcel Maps and contained in Exhibit C will be attached to the Vesting Tentative Parcel Maps.

LANDMARKS PRESERVATION ADVISORY BOARD COMMENTS

Two meetings were held before the Landmarks Preservation Advisory Board regarding the historic resources in the project. The meeting on October 18, 2004 was a public hearing about the draft EIR. At that meeting, the LPAB requested that the Final EIR provide more information about the history of the 16th Street Train Station and expand the mitigation measures for preservation of the resources. In response, the Final EIR includes Master Response 4 which responds to the issues raised in the Draft EIR including additional mitigation measures for preservation.

A Special Landmarks Preservation Advisory Board public hearing was held on February 28, 2005. Board members commented on the Final EIR, reviewed the proposed mitigation measures, and discussed the cultural and historic resources in the Project Area. Board members then reviewed the project and made to the Planning Commission regarding the proposed changes to historic resources in the Project Area (see Attachment G, LPAB Minutes, February 29, 2005).

1. Proposed Parcelization of the Main Hall and Surrounding Area

The project sponsor is proposing to remove a major portion of the elevated tracks and the entire baggage wing and restore the remainder of the Main Hall. These proposed changes affect the Parcel Maps as parcel lines for vesting Parcel Maps 8553 and 8554 are planned with the assumption that a portion of the elevated tracks will be removed so that 16th Street could be

extended on Parcel Map 8553, that a portion of the elevated tracks will be removed on Parcel Map 8554, and that the baggage wing will be eliminated (the parcel line between Parcels 2 and 4 goes through the existing location of the baggage wing).

Several Board members expressed concerns regarding the proposed parcelization. Specifically, they were concerned that the proposed lot lines may preclude options for re-use of the Main Hall building such as “back of house” requirements (loading and storage areas) along with providing sufficient parking.

LPAB Recommendation: The Board made no specific recommendation on this issue. Rather, their comments and recommendations are contained in the points set forth below.

2. Demolition of much of the train platform and the elevated tracks

The project sponsors are proposing to demolish most of the elevated tracks, but retain a portion of the tracks behind the station approximately 185 feet long and 20 feet wide. The project sponsors’ rationale for this modification is to allow an extension of 16th Street for emergency access to the south, provide for a new access way for the residential projects that will reflect the historic street grid and to permit an economically feasible residential development within the adjacent Development Area 6 to the north.

LPAB Recommendation: Motion to support the extension of 16th Street to the frontage road and the demolition of the platform in Parcel #4 and across the 16th Street right-of-way.

3. Demolition of the baggage wing

The project sponsors are proposing to demolish the baggage wing and to use the area for residential development. The lot lines drawn on Tentative Vesting Parcel Map 8554 show a parcel line through the baggage wing and elevated tracks. The project sponsors maintain that it is economically infeasible to retain the baggage wing because the land area is required to achieve the 215 units to assure a minimum economic return on investment. They contend that the surrounding land area left is not sufficient. Several people testified about the importance of the baggage wing to the African American culture and history of West Oakland and the labor movement. African Americans traveled west to the end of the railroad line and found employment working as porters and baggage handlers at the train station. Removing the baggage wing would eliminate an important symbol of this important era. Many speakers expressed an interest in keeping the Main Hall and the Baggage Wing intact and finding a use for the entire structure. Board members were concerned about allowing the baggage wing to be removed without knowing what the train station would be used for; they wanted to see more detailed restoration plans for the station.

LPAB Recommendation: Please refer to Recommendation 4, below.

4. Restoration of the Train Station, including the timing

Project sponsors are proposing to secure and weatherize the Main Hall of the Train Station right away and restore the Main Hall of the Train Station when funding is available to do so. Some Board members expressed concern that the parcel containing the entire Train Station (Main Hall, Baggage Wing, and Elevated Tracks) should remain intact until a use for the Train Station is identified. They also requested that feasibility reports be prepared that show why all the features of the Train Station cannot be preserved (elevated tracks; baggage wing); that show what the

Train Station and the Baggage Wing can be used for; and what the Main Hall could be used for without the baggage wing. Further, the LPAB agreed that no final parcel maps or demolition be approved until these reports have been reviewed.

LPAB Recommendation for # 4: Motion to provide two studies of infeasibility/feasibility: first, that there is an assurance that the project within Development Area 6 is not feasible without demolition of the baggage wing. Second, that if the baggage wing is not saved, the train station is still feasible for reuse, illustrating one or more uses and the infeasibility/feasibility of keeping the entire elevated platform north of 16th Street and whether the train/platform area could be used for service areas or other uses. Until that is provided the parcelization should not be approved. These studies shall be completed and reviewed by the Planning Commission at its March 16, 2005 meeting.

5. Demolition of Bea's Hotel

LPAB Recommendation: Bea's Hotel does not need to be retained as part of the project.

6. Pacific Coast Cannery

A preliminary design scheme has been submitted to the City and reviewed by the Design Review Committee for a residential loft project in one of the old cannery buildings. Because the cannery buildings are located in the Pacific Coast Canning District, designated an Area of Secondary Importance, there is interest on the part of historians and preservationists on how the buildings and the district will be preserved. Board members expressed an interest in reviewing the plans for the proposed residential loft project and requested that it come to the LPAB for review.

LPAB Recommendation: Motion to recommend that the Pacific Coast Cannery Lofts project come back to the LPAB for Design Review.

7. View Shed of the Station

The LPAB discussed the potential loss of views of the Train Station and the proposed development. It was difficult to discuss the extent that views of the Train Station may be affected from the frontage road without being able to review actual development plans. LPAB members agreed that any new development should take into consideration preservation of views from this direction. The discussion then focused on the views of the Train Station from Wood Street and through the public plaza.

LPAB Recommendation: Motion to increase the view shed from Wood Street to the Train Station by increasing the width of open area by approximately 2.4 feet bounded by the edge of the north wall, the eastern edge of the Plaza, Parcel 3 and Wood Street (Map 8554).

The project sponsors have submitted the physical and financial information feasibility information requested by the LPAB. (See Attachments H and I). Staff believes that the project sponsors have demonstrated that economic feasibility of the residential development on Development Area Six would be severely impacted if the baggage wing were to be retained. It has also been demonstrated that the reuse of the baggage wing for commercial or residential development is not financially feasible.

Staff also understands the importance of the community concerns about the cultural resource and the history of the Train Station. In considering the restoration and preservation of the historic Train Station and the redevelopment of the land area surrounding it, the Planning Commission must balance the competing interests among providing new housing, revitalizing an area, and preserving an historic resource.

As the Planning Commission considers this issue, the following points should be included in the discussion for background and perspective:

- The project sponsors have included the preservation of the main hall, a portion of the tracks and the signal tower in their project. In addition, they have agreed to the following other commitments which have been incorporated into the Conditions of Approval for the project (Exhibit C):

1. *Within six (6) months of approval of the Wood Street Zoning District, the developer will establish a 501(c)(3) nonprofit organization to oversee the rehabilitation and reuse of the historic Train Station.*

2. *Within twelve (12) months of approval of the Wood Street Zoning District, the developer and/or new nonprofit corporation for the historic train station will prepare a business plan for the retention of historic resources and the reuse of the 16th Street Train Station. The business plan will establish a framework for the funding of rehabilitation efforts and identify the grant source(s) and other funding mechanisms for the work. The business plan will also establish the information needed for requesting tax increment financing and the timing and sequencing of such funding in relation to the phasing of the historic restoration efforts.*

3. *Within two (2) years of approval of the Wood Street Zoning District, the developer will complete a schematic set of plans and specifications for the restoration of the 16th Street Train Station. The plans shall include an analysis of the feasibility of restoration and reuse of the structure and establish a budget for the project to demonstrate the viability of proposals related to possible use of historic resources and identify important details about how modifications to historic resources will be integrated into the final project.*

4. *The developer has agreed that the public plaza in front of the Train Station will be constructed during the first phase of the project.*

- Restoration costs for a building such as the Train Station are extraordinary and are well outside the bounds of making a typical infill residential or mixed use development feasible in the Bay Area. As with most major historic preservation projects, outside funding sources are nearly always required.
- The Train Station is an important landmark for the West Oakland community, the City and the State. The successful reuse and restoration of this property will contribute to the revitalization of this neighborhood. The City has established the restoration of the train station as an important value through their action to designate it a landmark and through other Historic Preservation Element policies and objectives.

Staff Recommendations

The retention and integration of this important historic resource is a key component of the overall Wood Street Project. The Commission must find a difficult balance point to obligate the project sponsor while still being able to find the project feasible to construct. Accordingly, staff has the following recommendations for the Commission's consideration:

- If the Planning Commission believes that retention of the baggage wing is important, then the Commission could make a recommendation to the Redevelopment Agency to purchase the baggage wing as part of the historic preservation components of the site. This purchase would include the land area and residential development capacity of the land area that the baggage wing occupies.
- If the Planning Commission chooses to allow the baggage wing to be demolished as part of the project, staff believes that there is sufficient "back of house" space within the main hall to accommodate successful community and commercial uses, as demonstrated in Attachment H.
- The retention of the rear track and platform area is another important consideration. At this time, given the information that project sponsor has submitted it is clear that a larger portion of these features could be retained while still accommodating the new internal roadway and desired surface parking spaces. The spaces could be incorporated under this area. Therefore, staff recommends that the development plans submitted for Parcel 3 of Map 8554 include an option that retains the track and platform, along with a discussion of feasibility and what would be lost if the tracks and platform were to be retained.
- Similarly, the schematic drawings developed for the restoration of the main hall should include the incorporation of this track and platform area into the project for active and passive uses (observation deck, etc.)
- A well-developed interpretative program should be included in the schematic plans for the main hall and surrounding area, including exhibit space and other presentation space for photographs, train cars, etc. This work is included as a part of Mitigation Measure CR-2.1 and 2.2.
- An important component of the overall restoration plan is the project sponsor's request to use tax increment funds generated by the Wood Street Project to restore the Train Station. The use of these funds is discretionary, and cannot be assumed at this time because they require independent action of the Redevelopment Agency. The budget developed for the restoration work should include other specific means of funding, such as an assessment district, in order to assure that this restoration work is successfully completed. In addition, the conditions of approval include a performance measure that this restoration work will be substantially completed by occupancy of the 800th unit of the project, to assure that efforts to restore the project run concurrently with the residential construction. In short, the project sponsors will be responsible for assuring adequate financing and implementation of the Train Station restoration.

Staff comments on LPAB recommendations:

Recommendation No. 2: Agree that a portion of the tracks at eastern edge can be demolished.

Recommendation No. 3: Included in discussion above; staff believes that sufficient financial and physical feasibility information has been submitted to demonstrate that: 1) main hall and surrounds can be reused successfully without the baggage wing; 2) retention of the baggage wing will severely impact the development potential of Parcel 3; 3) and that if the baggage wing is important, its acquisition costs can be considered as a part of the overall restoration and preservation costs of the Train Station.

Recommendation No. 4: Included in the discussion above: feasibility reports have been submitted and a condition of approval has been included that prevents demolition of the baggage wing or portion of the elevated tracks and platform without first approving the actual development plan for the site.

Recommendation No. 5: Agree; Bea's Hotel can be demolished.

Recommendation No. 6: Disagree; staff believes that the expansion of this strip for open space will have little, if any effect, on the view corridors of the Train Station. Instead, conditions of approval and design standards have been included to require consideration of the views of the Train Station during the design review process for the projects surrounding the project.

ENVIRONMENTAL REVIEW

Summary of the EIR Process

The environmental review process was completed by the City of Oakland to disclose potential environmental effects of the proposed Wood Street Project. The Draft Environmental Impact Report (DEIR) was published on September 21, 2004, and the public review period for the DEIR ended on November 15, 2004. The Landmarks Advisory Board and the Planning Commission held public hearings to solicit comments on the DEIR on October 18, 2004 and October 20, 2004, respectively. Responses to the written and oral comments that were received during the public review and comment period were compiled and are contained in the Final Environmental Impact Report (FEIR), along with changes and clarifications to the DEIR. The FEIR was published on February 7, 2005. The FEIR, together with the DEIR, comprise the Environmental Impact Report (EIR). The EIR studies a collection of development proposals being pursued by various developers, described below. The Commission will be asked to certify the EIR as complete and in compliance with CEQA before deciding whether to approve the Vesting Tentative Parcel Maps subject to the City Council approval of the proposed General Plan Amendment and the proposed Wood Street Zoning District.

Environmental Review Process

As the principal public agency responsible for approving the Wood Street Project, the City of Oakland is the Lead Agency in the preparation of the Environmental Impact Report (EIR). Given the size, scale and potential impacts resulting from the Wood Street Project, the City determined that an EIR should be prepared for the Project. The City distributed an initial Notice of Preparation on December 2, 2003 and a revised version on January 21, 2004, announcing its intent to prepare and distribute an EIR on the Project. The City conducted a public scoping meeting before the Planning Commission on December 17, 2003. The purpose of this meeting was to provide the community with an opportunity to ask questions about the Project and to

voice concerns or identify issues that should be discussed in the EIR.

On September 21, 2004, the DEIR for the Wood Street Project was published, and circulated for public review and comment. The public review and comment period ended on November 15, 2004 for a total period of 54 days. Responses to the written and oral comments that were received during the public review and comment period were compiled, and are contained in the FEIR, along with changes and clarifications to the DEIR. The FEIR was published on February 7, 2005 and was delivered to the Planning Commission separately. The FEIR is available to members of the public at the Community and Economic Development Agency, Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30 a.m. to 5:00 p.m.

Structure of the Wood Street Project EIR

The Project studied in the EIR is a collection of development proposals being pursued by various developers. While the development proposals are being pursued by different applicants and along different timelines, each project is separate and able to be accomplished independently of the others. The applicants have jointly proposed a General Plan amendment for the Project Area and a new zoning district to accommodate the proposed uses in order to assure an integrated, internally consistent development framework, and a comprehensive analysis of all the potential environmental impacts. Each one of these development proposals could comprise a separate project under CEQA, and could have been studied in a separate EIR. However, because the City and the Project Sponsors have coordinated in proposing a single zoning district for all of the properties located within the proposal areas, and in order to ensure a comprehensive review of the collection of development proposals, the proposed zoning district and all the development proposals are studied together in one EIR and are collectively referred to in the EIR as "the Project." The zoning district identifies uses and development standards that define the physical aspects of the Project. These standards and an illustrative concept of how development might be organized in the Project Area are described in Section 2, Project Description, of the DEIR, and in Section 3 (Master Response 1) of the FEIR.

The EIR comprehensively analyzed the potential physical impacts of the range of development that would be permitted under the Wood Street Zoning District. The EIR evaluates the basic framework proposed for future development of the Project Area, as well as the various development scenarios that may emerge from the application of the proposed zoning district, and the potential environmental impacts the Project would cause if it were approved. The EIR acknowledges that the Project is flexible in the types of uses that would be permitted, and that different types of impacts would be generated by residential uses than would be generated by commercial uses. The EIR therefore studies a range of potential impacts by projecting various scenarios that could be developed in response to the Wood Street Zoning District. The EIR evaluates both a Maximum Residential Scenario and a Maximum Commercial Scenario. It also studies a Maximum Trips Scenario to ensure that maximum traffic impacts were identified.

The EIR provides a project-level analysis of the environmental impacts the Project would cause if it were approved, and is intended to support all levels of approval required to build and operate all aspects of the development proposals that comprise the Project.

Comments on the Wood Street Project DEIR

Fifty-seven comment letters on the Wood Street Project DEIR were received during the comment period. Fifteen comment letters were from government agencies, 27 were from organizations, and 15 were from individuals. Oral comments were received at the Oakland Planning Commission Public Hearing held on October 20, 2004. Oral comments also were received at the Landmarks Preservation Advisory Board Public Hearing held on October 18, 2004.

A number of comments address specific topic areas that, taken together, warranted comprehensive responses that clarify and elaborate upon the analysis in the DEIR. In response to these comments, five Master Responses are included in the FEIR, which address the following topic areas:

- Master Response 1: Description of the Project and its Components
- Master Response 2: Circulation and Safety Around the Project Area Vicinity
- Master Response 3: Air Quality and Public Health Concerns
- Master Response 4: Cultural Resources; and
- Master Response 5: Socioeconomic Considerations Related to the Project

The master responses are located in Section 3 of the FEIR.

Other important and frequently raised comments concern land use, transportation, noise, air quality and historic resources. Responses addressing these issues, as well as all other comments, are located in Section 4 of the FEIR.

The FEIR includes minor revisions to the text of the DEIR. It also includes expanded mitigation measures in response to comments received on the DEIR, particularly in regard to potential impacts of the project on historic resources. Finally, the report on social and economic aspects of the Project is included in Appendix C to the FEIR, so that the public and the decisionmakers can consider these issues in deciding the merits of the Project.

Certification of the EIR

The Planning Commission is asked to certify the EIR for the Wood Street Project. Certification does not imply endorsement of the proposed project, nor that the permit application(s) for the project will be approved. Rather, in considering certification of the EIR, the Commission's focus should be placed on confirming that:

- The discussion in the EIR represents a good faith effort to disclose all the City reasonably can regarding the physical impacts which may result from the Project;
- There is an adequate consideration and evaluation of measures and changes to the Project that would eliminate or lessen the potentially significant physical impacts associated with the Project;

- The process for considering the EIR complied with all applicable provisions of CEQA and the Municipal Code; and
- The significant environmental issues raised in the comments received about the DEIR were adequately responded to in the FEIR.

Findings Required to Certify the FEIR

The following findings are required to certify the EIR for the Wood Street Project, and must be supported by the facts set forth below:

- 1) *The EIR has been completed in compliance with CEQA, the CEQA Guidelines, and Planning Code Section 17.158.340;*

The DEIR was prepared by the City of Oakland as the Lead Agency, after publication and circulation of a Notice of Preparation for the Project. The DEIR was published and circulated for a period beginning on September 20, 2004 and ending on November 15, 2004. The Planning Commission held a duly and properly noticed public hearing to solicit comments on the DEIR on October 20, 2004, as did the Landmarks Advisory Board on October 18, 2004. The FEIR was published on February 7, 2005.

- 2) *The EIR was presented to the decision-making body of the lead agency, and that the decision making body reviewed and considered the information contained in the EIR prior to approving the project; and*

The EIR is composed of the DEIR and the FEIR. The City has reviewed and considered the information contained in the EIR.

- 3) *The EIR reflects the lead agency's independent judgment and analysis.*

The EIR reflects the independent judgment and analysis of the City. The analysis in the EIR is the result of the work of numerous experts, all of which has been reviewed by EIP Associates, the City's environmental consultants, and further reviewed by City staff, including the Planning Director. The EIR has been provided to the Commissioners in sufficient time to enable their review and confirmation that the EIR reflects the City's independent judgment.

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The EIR identifies several impacts and mitigation measures that can be incorporated to lessen or eliminate the potential environmental impacts of the Wood Street Project. Seven impacts are significant unavoidable impacts, and eight potentially significant impacts are mitigated to a less than significant level. Each of these impacts is summarized as follows:

Significant, Unavoidable Impacts

The following seven significant unavoidable project impacts were identified in the DEIR.

CULTURAL RESOURCES

Impacts CR-2 and CR-3: The Project would involve demolition of portions of the 16th Street Train Station, a City landmark and a designated historic structure. Loss of these portions would diminish the historical significance of the structure as a whole and would constitute a significant impact. In addition, the Project would adversely affect the historical setting and views of the Station and the 16th Street Signal Tower. The DEIR identified mitigation measures that would reduce the impacts and Mitigation Measures CR-2.1 through CR-2.8 have been revised, augmented and strengthened in the FEIR. The measures now require Historical American Building Survey (HABS) recordation; salvage of materials during demolition; stabilization of the retained structures (which include the Main Hall, portions of the Elevated Tracks, and the Signal Tower) to hinder further deterioration through weather damage or vandalism; restrictions prohibiting alteration of the buildings in a way that would preclude restoration; and enhancement of the train station setting through construction and landscaping of the public plaza in front of the Station.

In addition, the revised measures would require that the Project Sponsor submit a proposal to the Redevelopment Agency for tax increment funding to restore the Main Hall and the retained portion of the Elevated Tracks. The proposal must include a financial plan showing a commitment to maximize the leverage of the tax increment funds by seeking additional public funding, tax credits, private financing and philanthropic grants. The measures provide for input from the community on the most appropriate reuse of the facility. The reuse of the Main Hall would include exhibit space commemorating the site's cultural history. Rehabilitation of the facility would be required to conform to the Secretary of the Interior's Standards and the General Standards referenced in the Dreyfus report.

However, even with the proposed mitigation, the impacts cannot be fully mitigated, and remain significant and unavoidable. (See DEIR pages 3.7-21 to 3.7-26 and FEIR, Section 3, Master Response 4).

TRANSPORTATION

Impacts TR-8, TR-12 and TR-13: The Project would increase peak-hour average ridership at the West Oakland BART Station. The Project would also contribute toward cumulative impacts that could increase the overall passenger volume such that BART standing capacity would be exceeded, peak-hour average ridership would be increased, and waiting time at fare gates could exceed one minute. Mitigation measures would require the Project Sponsors to contribute towards gate capacity improvements. However, BART does not currently have a mechanism in place to allocate the costs or collect fees to implement improvements. Therefore, the impacts remain significant and unavoidable. (See DEIR pages 3.4-28 to 3.4-29 and 3.4-38 to 3.4-40).

Impact TR-9: The cumulative impact of the Project and other proposed development would cause potentially significant impacts at the following intersections: West Grand Avenue/frontage road; West Grand Avenue/Mandela Parkway; 7th Street/Mandela Parkway; West Grand Avenue/Maritime Street and 3rd Street/Market Street. Mitigation measures are proposed to provide fair share funding of certain improvements. The mitigation measures would reduce impacts at most intersections to less than significant levels. The construction of improvements at the West Grand Avenue/frontage road requires approval from Caltrans, and the EIR cannot

reasonably predict that Caltrans would expend the fees to make the improvements. Accordingly, the impact to that one intersection remains significant and unavoidable. However, one of the conditions of approval requires the project sponsors to contribute their share of funding for these improvements if Caltrans approves them. (See DEIR pages 3.4-30 to 3.4-34).

Impact TR-10: The cumulative impact of the Project and other proposed development would cause cumulative traffic levels on a segment of northbound I-880 to exceed the City's threshold for freeway operations. The mitigation measures proposed to reduce the cumulative freeway impact would reduce freeway operations. Additions were made to Mitigation Measures TR-10.1 (in response to comment 8.3) and TR-10.2 (in response to comments 8.2 and 13.7) to strengthen and clarify the measures, and to provide more detail regarding a proposed shuttle service for which the Project would be responsible. However, even with the proposed mitigation, the impact to the roadway segment remains significant and unavoidable. (See DEIR pages 3.4-35 to 3.4-37).

Significant Impacts Which May be Mitigated to a Less Than Significant Level

The following eight significant project impacts that may be mitigated to a less-than-significant level were identified in the DEIR.

AIR QUALITY

Impact AQ-1: Construction activities for the Project could result in short-term increases in emissions that could violate City and BAAQMD air quality standards. Best Management Practices recommended by the BAAQMD are proposed as mitigation measures identified to reduce construction emissions to a less-than-significant level. (See DEIR pages 3.6-12 to 3.6-14).

BIOLOGICAL RESOURCES

Impact BR-2: Demolition of structures and removal of vegetation from the Project Area could result in destruction of bird nests. Implementation of mitigation measures identified in the DEIR to remove vegetation outside of the nesting season, and to conduct surveys and develop buffer zones when this is not possible, would reduce the impacts to a less-than-significant level. (See DEIR pages 3.11-6 to 3.11-7).

HAZARDOUS MATERIALS

Impact HM-2: Construction activities associated with the Project could entail exposure to hazardous materials. Implementation of mitigation measures identified in the DEIR to establish a site health and safety plan and compliance with soil remediation standards would reduce the impacts to a less-than-significant level. (See DEIR pages 3.8-13 to 3.8-16).

LAND USE

Impact LU-3: The Project could not be approved or developed under the current General Plan land use classification and zoning districts for the Project Area. Accordingly, the Project includes amendments to the City's General Plan and Zoning Code. (See DEIR pages 3.2-26 to 3.2-27).

NOISE

Impact NO-1: Construction activities associated with the Project would result in short-term increases in noise and vibration levels. The implementation of mitigation measures identified in the DEIR to reduce construction related noise and vibration would reduce the impacts to a less-than-significant level. (See DEIR pages 3.5-12 to 3.5-18).

TRANSPORTATION

Impact TR-1: Construction-related traffic delays, detours, utility improvements, and activities could adversely affect local circulation. The implementation of the construction traffic management plan identified in the DEIR would reduce the impacts to a less-than-significant level. (See DEIR pages 3.4-17 to 3.4-19).

Impact TR-4: The Project could substantially increase traffic hazards to motor vehicles, bicycles or pedestrians due to a design feature. The design of turn-arounds identified in the DEIR would allow vehicles to enter Wood Street in a front-end first manner reducing the impact to a less-than-significant level. (See DEIR pages 3.4-22 to 3.4-24).

Impact TR-5: Development of the Project could fundamentally conflict with alternative transportation plans, policies and programs. The installation of bicycle parking, in conjunction with participation in a transportation demand management program and provision of shuttle service between the Project Area and West Oakland BART, as identified in the EIR, would reduce the impact to a less-than-significant level.) (See DEIR page 3.4-25 and responses to comments 8.2, 8.3 and 13.7 in the FEIR).

Impact TR-9: As noted above, implementation of mitigation measures will reduce the Project's contribution towards cumulative impacts to four intersections in West Oakland to less than significant levels.

SOCIO-ECONOMIC BENEFIT REPORT

Several oral and written comments were received throughout the public review comment period regarding the need to prepare a socio-economic analysis of the proposed project. Mundie and Associates was retained to prepare the report titled, "The Proposed Wood Street Project: Policy and Planning Framework." The report focuses on the consequences of the proposed land use changes, the potential gentrification as the result of the Wood Street Project, and how to maintain the existing affordable housing.

The entire report is included in the FEIR as Appendix C. Major conclusions from the report are included in the FEIR, Master Comment 5, "Economic and Social Considerations Related to the Project."

FISCAL IMPACT REPORT

A second report by Mundie Associates is contained as Attachment J. This report pertains to the fiscal impacts and benefits of the proposed land use change from industrial to residential. The report indicates that there would be significant revenues accruing to the City in the form of increased property taxes, sales taxes, utility user taxes, etc. As a corollary, there would also be

increased expenses in order to successfully maintain the project and provide adequate public services. All told, as in most instances in California due to the property tax limitation imposed by Proposition 13, residential development turns out to be a net loss after a certain time period. In addition, the City's General Fund revenues are projected to be less due to the project being within a Redevelopment Area. In exchange for lower projected General Fund revenues, the Redevelopment Agency is expected to receive a higher proportion of property taxes, which benefit the City and the community in a variety of ways including improving infrastructure and cleaning up blighted and contaminated properties. This policy decision was previously made when the City choose to establish the OARB Redevelopment Plan. The project and projected revenues are merely a result of this previous policy decision.

STAFF RECOMMENDATIONS AND ATTACHMENTS TO THIS STAFF REPORT:

Staff recommends that the Planning Commission:

- (1) Certify the Environmental Impact Report, adopt the CEQA Findings regarding certification of the EIR, and adopt the Mitigation Monitoring Reporting Program,
- (2) Approve the five Vesting Tentative Parcel Maps and Conditions of Approval (contingent upon General Plan Amendment and Rezoning approvals),
- (3) Recommend to the City Council approval of (a) General Plan Amendment and (b) Wood Street Zoning District;
- (4) Adopt a report to the Redevelopment Agency and the City Council recommending the adoption of the amendment of the Oakland Army Base Redevelopment Plan.

In approving the vesting tentative parcel maps and recommending approval of the General Plan amendments, the Wood Street Zoning District and the amendments to the OARB Redevelopment Plan, the Planning Commission would be taking a major and positive leap toward:

- revitalizing the West Oakland community through new infrastructure, public improvements and private development
- restoring, preserving and reusing the 16th and Wood Street Train Station that has remained vacant and severely damaged by years of neglect
- reinvesting major private capital in a historically disinvested community
- constructing up to 1,557 new housing units, serving the first time buyer's market where there is huge, unmet demand in Oakland and throughout the Bay Area
- demonstrating that a large scale, "smart growth" infill project can work in a historically disinvested community
- generating tens of millions of dollars in tax increment that can be used to further improve the community

Although there have been some comments made about other exactions and benefits that should be required of this project, these requests for community benefits, further affordable requirements, use of local hiring policies and the like must be weighed against what has been included and incorporated into the project through the public review process. The commitments of the project sponsors, the requirements for phased public improvements and integrated, consistent development, the restoration and reuse of the Train Station and the contribution to

major capital infrastructure needs such as West Grand and frontage road intersection all have great long term value to the West Oakland community, the City and the region. To further place requirements on the developer would likely impact overall feasibility. The land use change from industrial to residential in this area represents a more integrated and complimentary redevelopment scheme than large scale industrial use. Therefore, the success of this project at this time is a more important value than getting further exactions.

Approval would entail adoption of many documents. Documents that encompass the range of issues relevant to each of the recommended project approvals has been prepared for consideration by the Planning Commission and is attached to this staff report as Attachments L and M. This was done to avoid confusion, to reduce the number of separate documents to be reviewed and to enable staff to reproduce and attach the same exhibit to each approval document.

1. Certification of EIR and Approval Of Five Vesting Tentative Parcel Maps.

Staff recommends that the Planning Commission certify the EIR and approve each Vesting Tentative Parcel Map (VTPM), conditioned upon adoption of the proposed General Plan Amendment and the Wood Street Zoning District. Documents included in Attachment L attached to this staff report regarding approval of the VTPMs are as follows:

Exhibit A – CEQA Findings. These contain the findings regarding certification of the EIR, impacts of the project, mitigation measures, and other CEQA issues.

Exhibit B – Mitigation Monitoring and Reporting Program (MMRP). This chart indicates how mitigation measures would be monitored, cross-references mitigation measures to conditions of approval, and indicates the resulting level of significance.

Exhibit C – Conditions of Approval. Given the volume of documents associated with the Project, and for the convenience of the Planning Commission, staff has produced a single document that includes all conditions applicable to all VTPMs. All conditions apply to each of the VTPMs unless a condition clearly indicates otherwise. If the Commission approves the VTPMs as directed, staff would, as a clerical matter, break out the conditions applicable to each VTPM and attach only those conditions to the relevant VTPM.

Exhibit D – General Findings. These contain findings under the Planning and Zoning Law and the Oakland Municipal Code regarding general plan consistency and other land use issues. Again, given the volume of documents associated with the Project, and for the convenience of the Planning Commission, staff has produced a single document that contains the findings relevant to all levels of approval required to implement the Project. Staff proposes that these findings remain in a single document, to be attached to each approval granted for the Project by the Planning Commission and the City Council.

2. Recommendation to the City Council Regarding General Plan Amendment, Wood Street Zoning District, Zoning Map, and Redevelopment Plan Amendment.

Staff recommends that the Planning Commission recommend to the City Council that it enact the General Plan Amendment and Rezone for the Project, and that the City Council and Redevelopment Agency enact the Redevelopment Plan Amendment for the Project. Documents included in Attachment M to this staff report relevant to these recommendations are as follows:

Exhibit A – CEQA Findings. Staff recommends that the Commission recommend to the Council and/or Redevelopment Agency adoption of the CEQA findings attached as Exhibit A, as the CEQA findings for the General Plan Amendment, Rezone and Redevelopment Plan Amendment.

Exhibit B – Mitigation Monitoring and Reporting Program (MMRP). Staff recommends that the Commission recommend to the Council and/or Redevelopment Agency adoption of the MMRP attached as Exhibit B, as the MMRP for the General Plan Amendment, Rezone and Redevelopment Plan Amendment.

Exhibit C - Conditions of Approval- The conditions contained within Exhibit C are detailed, site-specific and pertain to a level of project design that is only relevant at the stage of a map or development plan approval. Therefore, staff recommends that these conditions not be attached to the General Plan Amendment, Rezone or Redevelopment Plan Amendment.

Exhibit D – General Findings. Staff recommends that the Planning Commission recommend to the City Council and/or Redevelopment Agency adoption of the General Findings attached as Exhibit D, as the findings for the General Plan Amendment, Rezone and Redevelopment Plan Amendment.

Exhibit E – Proposed Zoning Ordinance and District Regulations. This is the language for adoption of the ordinance enacting the zoning regulations. Attached to this Ordinance is the language staff recommends to be incorporated into the Oakland Municipal Code. Staff recommends that the Planning Commission recommend to the City Council enactment of this ordinance and the language of the “Wood Street Zoning District – Zoning Regulations, Standards, and Guidelines for Development and Use of Property within the Wood Street Zoning District.”

Exhibit F - Proposed Zoning Ordinance Amending the Zoning Map. This is the ordinance that amends the zoning map from General Industrial, Light Industrial, and Industrial-Residential Transition Combining Zone to the Wood Street Zoning District.

Exhibit G – Proposed General Plan Resolution. This is the resolution staff recommends for adoption of the proposed General Plan Amendment. Staff recommends that the Commission recommend to the City Council adoption of this resolution

Exhibit H-1 and H-2 – Proposed Redevelopment Plan Ordinance and Resolution. This is the ordinance and resolution by which staff recommends the amendments to the Redevelopment Plan be enacted. Staff recommends that the Planning Commission recommend to the City Council and to the Redevelopment Agency enactment of this ordinance and adoption of this resolution.

Prepared by:



Margaret Stanzione, Planner IV
Major Projects

Approved for forwarding to the
City Planning Commission:

ccappio md

CLAUDIA CAPPIO
Director of Development

ATTACHMENTS:

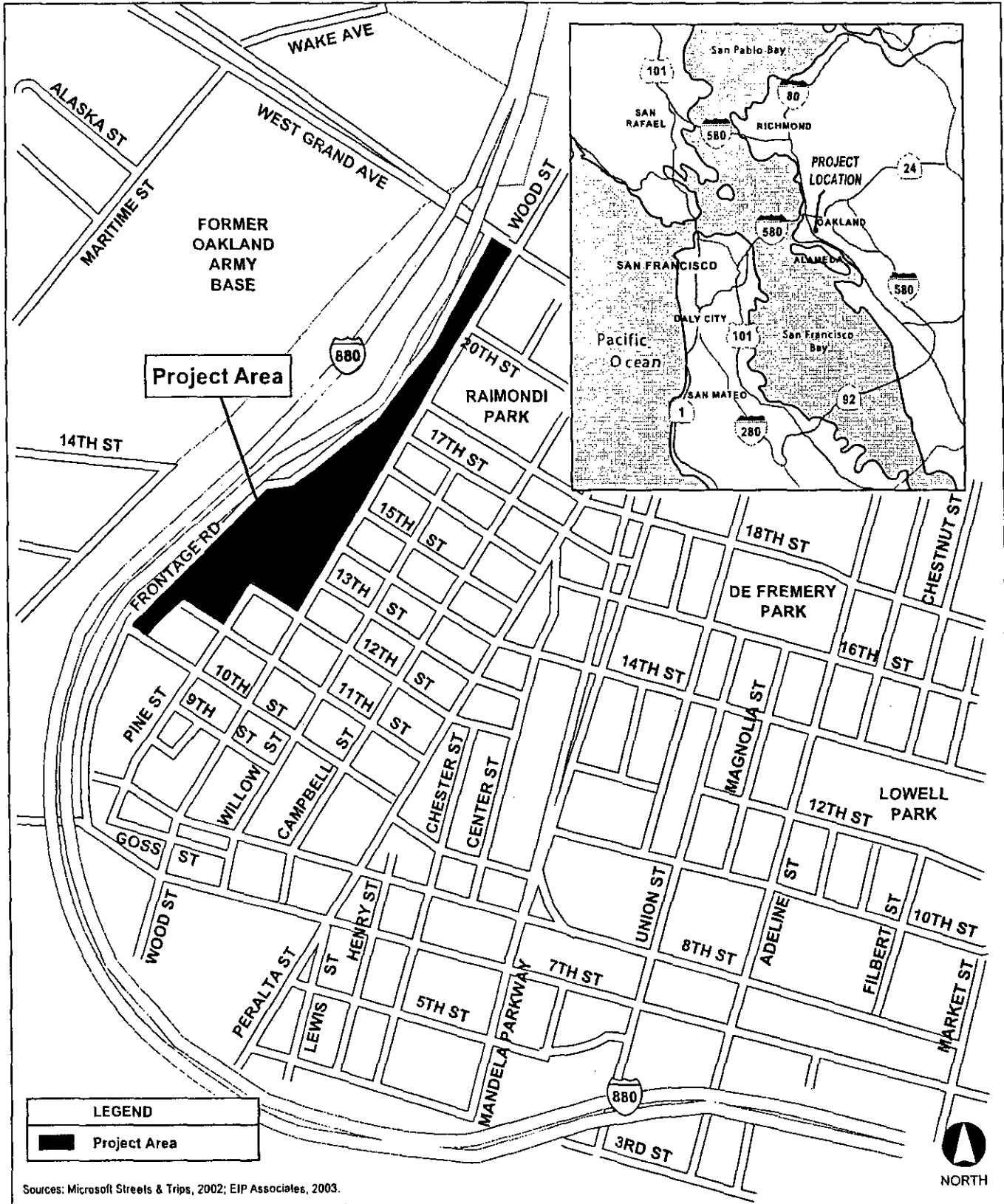
- A. Project Location, Figure S-1
- B. Proposed Development Areas, Figures S-2
- C. Illustrative Concept Plan, Figure S-3
- D. Project Area Land Use and Development Program by Development Area, Table S-1
- E. Example of Financial Impact of Inclusionary Requirement
- F. Options for Meeting Redevelopment Agency Affordable Housing Obligations
- G. Landmarks Preservation Advisory Board Minutes – February 28, 2005
- H. Information and Analysis Pertaining to the Reuse of the 16th and Wood Train Station
- I. Financial and Appraisal Information Demonstrative Infeasibility of Preserving the Baggage Wing and Portion of the Tracks and Platform for the 16th and Wood Train Station
- J. The Proposed Wood Street Project: Fiscal Impact Analysis
- K. Correspondence

- L. Documents - Certifying of the EIR and Approval of Five Vesting Tentative Parcel Maps
 - Exhibit A – CEQA Findings
 - Exhibit B – Mitigation Monitoring and Reporting Program (MMRP)
 - Exhibit C – Conditions of Approval
 - Exhibit D – General Findings

- M. Documents - Recommendation to the City Council Regarding General Plan Amendment, Wood Street Zoning District, Zoning Map, and Redevelopment Plan Amendment.
 - Exhibit A – CEQA Findings
 - Exhibit B – Mitigation Monitoring and Reporting Program (MMRP)
 - Exhibit C – Conditions of Approval
 - Exhibit D – General Findings
 - Exhibit E – Proposed Zoning Ordinance and District Regulations
 - Exhibit F – Proposed Zoning Ordinance Amending the Zoning Map
 - Exhibit G – Proposed General Plan Resolution
 - Exhibits H-1 and H-2 – Proposed Redevelopment Plan Ordinance and Resolution

Five Vesting Tentative Parcel Maps 8551, 8552, 8553, 8554, 8555

Final Environmental Impact Report, published February 7, 2005 (delivered separately)

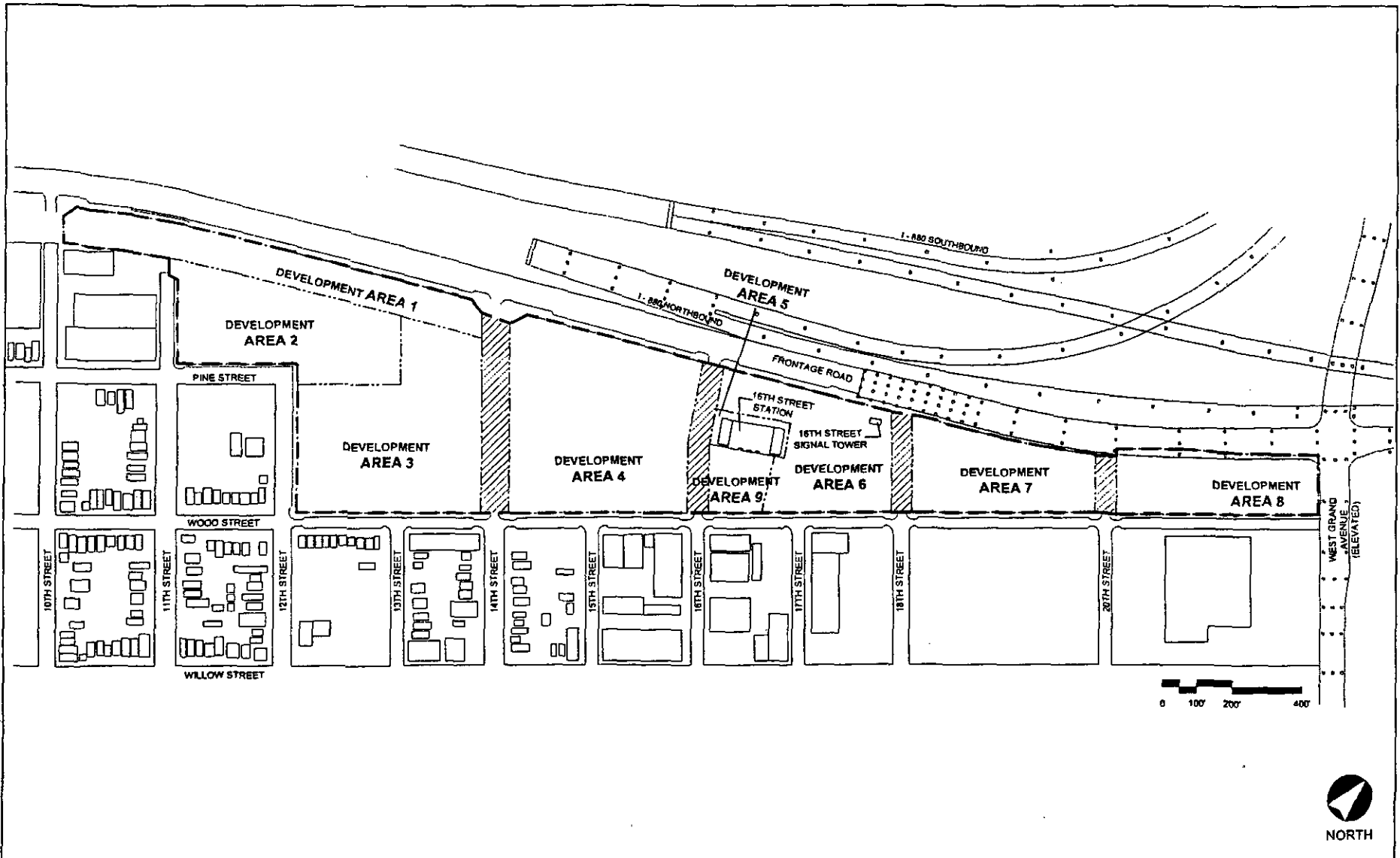


LEGEND
 ■ Project Area

Sources: Microsoft Streets & Trips, 2002; EIP Associates, 2003.

EIP
 FIGURE S-1
 Project Location

ATTACHMENT A



ATTACHMENT B



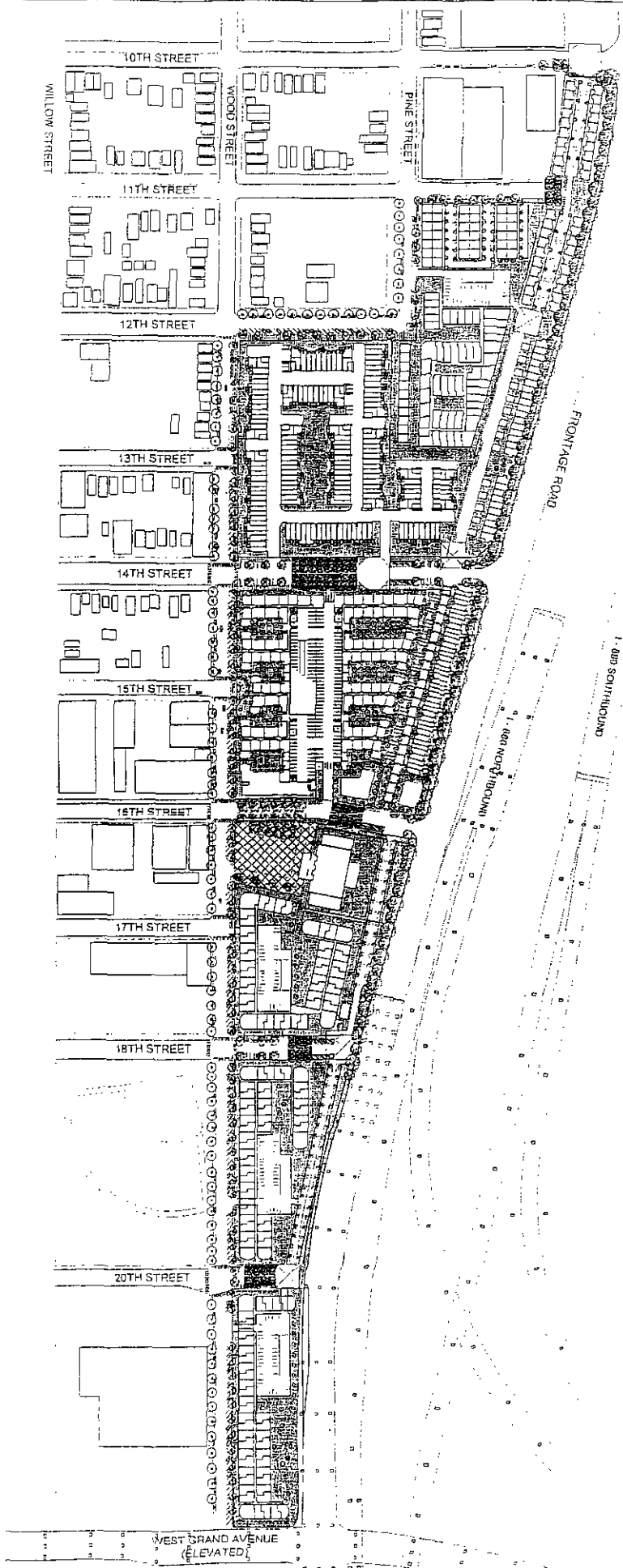
FIGURE S-2
Proposed Development Areas



NORTH

11' SEED	
	Rainway
	Plaza
	Model Tree

Source: Fyfe and Partners, Inc. 2014



ATTACHMENT C

EIP
FIGURE S.3
Illustrative Concept Plan

10017.00

Wood Street District EIR

**Table S-1
Project Area Land Use and Development Program by Development Area**

Development Area	Owner	Size (acres)	Maximum Residential Scenario				Maximum Commercial Scenario*		
			Existing Use (sf)	Proposed Residential (units)	Proposed Commercial (sf)	Proposed Private Open Space ^b (sf)	Proposed Residential (units)	Proposed Commercial (sf)	Proposed Private Open Space ^b (sf)
One	BUILD West Oakland, LLC	2.89	0	82	0	8,200	82	0	8,200
Two	PCL Associates LLC	3.67	220,779 commercial	189	0	18,900	0	220,779	0
Three	BUILD West Oakland, LLC	5.59	0	200	0	20,000	200	0	20,000
Four ^c	HFH Central Station Village, LLC	6.33	25,756 commercial	450	7,000	33,750	417	40,000	31,275
Five	BUILD West Oakland, LLC	0.52	15,427 train station	0	14,847	0	0	14,847	0
Six	BUILD West Oakland, LLC	3.04	27,472 commercial; train station	215	6,000	16,125	215	6,000	16,125
Seven	Central Station Land, LLC	2.65	0	170	0	12,750	170	0	12,750
Eight	Central Station Land, LLC	2.01	0	264 ^d	0	13,200	0	258,000	0
Nine	BUILD West Oakland, LLC	0.75	0	0	0	0	0	0	0
TOTAL		27.45^e	289,434	1,570	27,847	122,925	1,084	539,626	88,350

Source: Project Sponsors, August 2004.

Notes:

sf = square feet

- As noted in the text, three of the development areas include optional land uses (Development Areas Two, Four, and Eight), which increase the amount of commercial uses. If all three development areas were to be developed with the optional commercial uses, the resulting land use program would define the maximum commercial development potential for the entire Project Area. This combination of land use options is referred to as the Maximum Commercial Scenario.
- The open space figures do not include Public Open Space. The addition of the 16th Street Plaza and the five pocket parks (totaling 60,670 sf) to the Private Open Space figures reported in this table yields a total of 183,595 sf of open space for the Maximum Residential Scenario and 149,020 sf of open space for the Maximum Commercial Scenario.
- The existing commercial floor area includes 7,519 sf associated with the Bea's Hotel on a parcel not owned by HFH Central Station Village, LLC. The Project proposes to include the parcel and redevelop the land to achieve the land development program indicated in this table. This EIR evaluates the impacts of the Project assuming the desired incorporation of the Bea's Hotel parcel. An alternative is presented in Section 5 to address the event that this parcel remains separate.
- The actual number of units to be constructed in Development Area Eight is 251 units based on the proposed maximum density. The analyses in this EIR are based on 264 units for the development area and 1,570 units for the entire Project Area, which reflect an earlier assumption about the potential density for this development area. The difference in residential units of 13 dwellings does not materially affect the impact assessment; in fact, the analyses based on 264 units in Development Area Eight are conservative (greater impacts would result), since the actual number of units would be less than assumed in the analyses.
- In addition to the acreage reported here, there are 1.75 acres proposed for dedication to the City. Thus, the total Project Area acreage is 29.2 acres.

ATTACHMENT I

Wood Street Project**Example of Financial Impact of Affordability Requirement**

100 Units, 915 SF Avg, Wood Frame Construction over Parking Podium

Development Costs	Total	Per Unit
Land & Improvements	2,739,675	27,397
Construction	17,596,538	175,965
Indirect Costs	6,191,773	61,918
Financing	1,345,050	13,451
Contingency & Reserve	1,617,577	16,176
Admin & Cost of Equity	1,596,728	15,967
Subtotal Costs	31,087,341	310,873

100% Market Scenario Revenues	Total	Per Unit
Sales Proceeds ¹	35,850,000	358,500
Less Sales Commissions (3%)	(1,075,500)	(10,755)
Subtotal Revenues	34,774,500	347,745
Total Profit	3,687,159	
Profit Margin	12%	

15% Affordable / 85% Market Revenues	Total	Per Unit
Sales Proceeds - Market	30,475,000	358,529
Sales Proceeds - Affordable ²	3,246,423	216,428
Less Sales Commissions (3%)	(1,011,643)	(10,116)
Subtotal Revenues	32,709,780	327,098
Total Profit	1,622,439	
Profit Margin	5%	

¹ Based on current maximum sales prices for comparably sized units in West Oakland

² Based on Redevelopment guidelines of 9% of units priced for 110% of AMI (Area Median Income) households and 6% priced for 50% of AMI households

ATTACHMENT F

Options for Meeting Redevelopment Agency Affordable Housing Obligations

Redevelopment law provides several options to the Redevelopment Agency to meet its affordable housing obligations resulting from the Wood Street project. These options include (1) provide the required number of units within the Oakland Army Base (OARB) Project Area, (2) provide the required number of units outside the OARB Project Area at a 2-to-1 ratio for each unit not provided within the OARB Project Area; (3) merge the OARB and West Oakland Project Areas to allow the obligation to be met across the combined area; and (4) aggregate the number of affordable units across two or more project areas upon findings that doing so would not cause or exacerbate racial, ethnic or economic segregation. Each of these options is discussed below. The housing units developed as part of the Wood Street project will create an affordable housing obligation for the Redevelopment Agency for the OARB Project Area. Since the Wood Street project will develop a total of up to 1,557 new units, the statutory 15 percent affordable housing obligation will be to provide up to 234 low and moderate income units, with 94 units affordable to very low income households.¹

1. **Set-aside of affordable units within the OARB Project Area.**

Redevelopment law and the OARB Redevelopment Plan permit the Agency to impose an affordable housing set-aside on particular projects as a way to meet affordable housing requirements. Therefore, the Agency has the discretion to require the project applicants to make available units within the project at an affordable price or affordable rent to very low, low and moderate income households as needed to meet all or a portion of the 15% affordable housing obligation resulting from the project.

a. Development of affordable units within the Wood Street project site

The project applicants have explained that they are under the following economic constraints for this project; and that a 15 percent set-aside would render the project economically infeasible. The following example, which is based on current maximum sales prices for comparably sized units in West Oakland, assumes a 100-unit development, based on Type V (wood frame construction) over a concrete podium. While each proposed residential development in the Wood Street development areas will have different densities and construction types, as well as varying costs for soil remediation and off-site public

¹ Low and moderate income households are households with incomes at or below 120% of area median income, adjusted for family size. For Alameda County, the moderate income limit for a family of four currently is \$98,650. At least 40% of these units (or 6% of the total) must be affordable to very low income households. Very low income households are households with incomes at or below 50% of area median income, adjusted for family size. For Alameda County, the very low income limit for a family of four currently is \$41,400. Units must remain affordable for the longest feasible time, but not less than 45 years for owner-occupied units and 55 years for rental units.

improvements, this example represents the average density of development (1,557 units on 26.18 developable acres) across the Wood Street project sites. The example also assumes that lenders and equity investors would require an average minimum 12% profit margin. As seen in this example, the application of a 15% affordable housing requirement results in the loss of approximately \$2,128,000 of revenue per 100 units, or a total of almost \$32,000,000 for the maximum residential build out.

**Wood Street Project
Example of Financial Impact of Affordable Housing
Requirement**

100 Units, 915 SF Avg, Wood Frame Construction over Parking Podium

Development Costs	Total	Per Unit
Land & Improvements	2,739,675	27,397
Construction	17,596,538	175,965
Indirect Costs	6,191,773	61,918
Financing	1,345,050	13,451
Contingency & Reserve	1,617,577	16,176
Admin & Cost of Equity	1,596,728	15,967
Subtotal Costs	31,087,341	310,873

100% Market Scenario Revenues	Total	Per Unit
Sales Proceeds ¹	35,850,000	358,500
Less Sales Commissions (3%)	(1,075,500)	(10,755)
Subtotal Revenues	34,774,500	347,745

Total Profit 3,687,159
Profit Margin 12%

15% Affordable / 85% Market Revenues	Total	Per Unit
Sales Proceeds - Market	30,475,000	358,529
Sales Proceeds - Affordable ²	3,246,423	216,428
Less Sales Commissions (3%)	(1,011,643)	(10,116)
Subtotal Revenues	32,709,780	327,098

Total Profit 1,622,439
Profit Margin 5%

¹ Based on current maximum sales prices for comparably sized units in West Oakland

² Based on Redevelopment guidelines of 9% of units priced for 110% of AMI (Area Median Income) households and 6% priced for 50% of AMI households

b. Development of affordable units elsewhere in the Oakland Army Base Project Area.

The Agency could require that the project applicant or another developer produce the required affordable housing units elsewhere in the OARB Project Area. This option is impractical at this time, since there is no other residentially zoned land within the Project Area. Nevertheless, there are several sites covering approximately 10 acres where future residential development, consistent with the surrounding mixed use character of the Wood Street site. These parcels, generally located between Pine Street and Frontage Road, are currently zoned Business Mix/M-30 and have been used for industrial use. Several of these acres are currently vacant.

2. Provide affordable units to be developed on a two-for-one basis outside of the Oakland Army Base Project Area.

To the extent the Agency does not meet its obligation within the OARB Project Area, it may develop affordable units outside of the redevelopment project area, but at a two-to-one ratio, i.e. two affordable units must be provided for each unit not provided inside the project area. The Redevelopment Agency could expend affordable housing tax increment set aside funds outside of the Project Area upon a finding that the use of the funds would benefit the OARB Project Area. Therefore, if 1,557 units are built within the Wood Street project and none of these units are set aside to meet the affordable housing obligation, approximately 446 units could be developed outside of the OARB Area during the 10-year compliance period if the Agency pursued this option.

3. Merger of redevelopment project areas.

The Agency also has the option to merge the Oakland Army Base (OARB) Redevelopment Project Area and the West Oakland Redevelopment Project Area. As a result of such a merger, the affordable housing requirements could be satisfied by constructing the necessary units anywhere within either of the two redevelopment project areas, or both in combination. Such a merger would allow the expenditure of tax increment funds and the statutory affordable housing requirements to be satisfied by reference to the merged project areas.

4. Aggregate the Oakland Army Base Affordable Housing Obligations with other redevelopment project areas.

Redevelopment law also provides that affordable housing requirements may be satisfied by aggregating affordable units developed in two or more project areas. So, for example, an agency can meet its affordable requirement if at least 15 percent of the total units developed within two aggregated project areas over the compliance period are affordable, i.e., if the deficiency in affordable units produced within one project area is made up by a surplus of affordable units

produced in the other project area. However, an agency may aggregate units among multiple project areas only if, after a public hearing, the agency finds based on substantial evidence that aggregation will not cause or exacerbate racial, ethnic, or economic segregation.

Therefore, one option would be for the Agency to aggregate the OARB Project Area affordable housing obligation with the affordable housing obligation for the adjacent West Oakland Project Area, or some other project area in the City, provided that the Agency could make supportable findings that aggregation will not cause or exacerbate racial, ethnic, or economic segregation in the West Oakland Project Area.

Recent Provision of Affordable Housing in West Oakland.

In addition to using available OARB Project Area 25 percent set aside funds (see below) for the development of off-site housing, the Agency may look to other recent private development that has added significant new affordable housing resources to the West Oakland community to meet its affordable housing obligations either as part of a 2-to-1 off-site option or aggregation with the West Oakland Redevelopment Project Area. As a result of the Mandela Gateway and Chestnut Linden Court developments alone, 201 new rental and for-sale affordable units have been built serving low and very low income households (in addition to replacement of 133 public housing units). Development of more than 70 additional affordable units is underway as part of the Mandela Gateway, Campbell & 7th and Palm projects.

**BRIDGE Housing Affordable
Production
West Oakland
Redevelopment Area**

<u>Unit Type</u>	<u>Status</u>	<u>Total Units</u>	<u>OHA/Manager Units</u>	<u>Net New Affordable</u>
Mandela Gateway - Rental Units	Completed	168	48	120
Mandela Gateway - For-Sale Units	Approved	14	0	14
Chestnut Linden - Rental Units	Completed	151	85	66
Chestnut Linden - For-Sale Units	Completed	15	0	15
Subtotal Approved		14	0	14
Subtotal Completed		334	133	201
Total		348	133	215

Use of Tax Increment Funds.

Under Redevelopment Law and Redevelopment Agency policy, the Agency must set aside at least 25 percent of the tax increment funds generated by the OARB Redevelopment Project Area to increase, improve, or preserve the supply of low- and moderate-income housing. Such funds may be used inside or outside of the Project Area. The Agency could use such funds as needed to aid the production and provision of affordable housing toward meeting the statutory requirements. Current projections prepared by the Conley Consulting Group indicate that 25 percent of the tax increment funds generated by the OARB Redevelopment Project Area will equal \$96 million to \$106 million by the end of the Project Area in the year 2030. The Wood Street Project alone is projected to generate \$36.8 million of tax increment funds to be used towards the 25% housing set aside fund by 2030. The estimated average subsidy cost to develop each new affordable unit ranges from \$82,000 for rental units to \$137,500 for ownership units²; therefore, if all of these set-aside funds were used for the production of such housing then well over 700 units could be potentially constructed.

² Data from Marge Gladman, Acting Housing Manager, CEDA, Housing & Community Development

MINUTES

**LANDMARKS
PRESERVATION
ADVISORY BOARD
OAKLAND, CA 94612**

**LANDMARKS PRESERVATION
ADVISORY BOARD MEMBERS:**

**February 28, 2005
SPECIAL MEETING**

**Barbara Armstrong, Chair
Alan Dreyfuss, Vice Chair
Kelley Kahn
Pamela Kershaw
Yui Hay Lee
Rosemary Muller
Neal Parish**

**6 PM City Hall
Hearing Room One
One Frank Ogawa Plaza
Oakland, California 94612**

.....

Board Members Present: Armstrong, Kahn, Lee, Muller, Parish. **Board Members Absent:** Dreyfuss, Kershaw. **Staff Present:** Cappio, Pavlinec, Marvin, Stanzione.

OPEN FORUM

Speakers:

Cynthia Shartzer, Lakeside Apartment Neighborhood Association: Shared San Francisco Chronicle opinion piece titled "Bull-dozing City History."

OLD BUSINESS - Action Items (See Attachment A for Wood Street Development Project Information)

Development Director Cappio presented the item.

Staff Marvin reported on the Wood Street Train Station's eligibility for the National Register and possible 20% investment tax credits.

Project Applicants Carol Galante (BUILD) Rick Holliday and Andy Getz addressed the Board.

Applicant Carol Galante distributed a copy of three conditions that BUILD agrees to, as follows:

- 1) No demolition or removal of the baggage wing and the northern section of the elevated tracks will occur prior to the issuance of a building permit for Development Area 6.
- 2) No demolition or removal of the southern tip of the elevated tracks will occur prior to issuance of a building permit for Development Area 4.
- 3) No demolition of the portion of the train platform that is to be retained attached to the station until detailed plans for the restoration of the Main Hall of the station have been submitted and a financial plan presented.

Speakers with comments:

Anna Naruta, Chinese Historical Society
Monsa Nitoto
Clarence Thomas, Million Workers March
Marina N. Carlson
Michael Copeland Sydnor
Leo Handy, Jr.
Naomi Schiff, Oakland Heritage Alliance
Heidi Ingelfinger, Oakland Heritage Alliance

Speakers for the project:

Norman Hooks
Bob Tuck, W.O.C.A.

Speakers against the project:

Amanda Williams
Barry Luboviski, Alameda County Building Trades Council
Gregory Reed, A. Philip Randolph Institute
Cynthia Shartzter

Chair Armstrong framed the following issues for Board discussion in order to forward clear majority recommendations to the Planning Commission:

- 1) Demolition of train platform/tracks
- 2) Baggage Room Retention, Reuse Demolition
- 3) Retention of Bea's Hotel
- 4) Cannery
- 5) Restoration of the train station, including the timing
- 6) View sheds of the station

The Board made the following recommendations to the Planning Commission:

MOTION to support the extension of 16th Street to the Frontage Road and the demolition of the platform in parcel #4 and across the 16th Street right-of-way made by Board Member Muller and seconded by Board Member Lee.

ACTION: Yes: Muller, Lee, Kahn, Armstrong. No: Parish. Motion passes 4 - 1.

MOTION to provide two studies of infeasibility/feasibility:

- an assurance that the project could not go forward without demolition of the baggage wing; and,
- an analysis that demonstrates that if the baggage wing is not saved, the train station is still feasible for reuse, illustrating one or more feasible uses and the infeasibility/feasibility of keeping the entire elevated platform north of 16th Street and whether the track/platform area could be used for service areas.

Until these are provided the parcelization could not be approved. These studies shall be

completed and reviewed by the Planning Commission at their March 16, 2005 meeting made by Board Member Muller and seconded by Board Member Parish.

ACTION: Yes: Armstrong, Kahn, Lee, Muller, Parish. No: 0 Motion passes unanimously.

MOTION to not send a recommendation to the Planning Commission that Bea's hotel be preserved made by Board Member Kahn and seconded by Board Member Lee.

ACTION: Yes: Armstrong, Kahn, Lee, Muller, Parish. No: 0. Motion passes unanimously.

MOTION to recommend that the Cannery come back to the Landmarks Board for Design Review made by Board Member Parish and seconded by Board Member Muller.

ACTION: Yes: Armstrong, Kahn, Lee, Muller, Parish. No: 0. Motion passes unanimously.

MOTION to extend the line of the north wall of the train station to Wood Street; to require that there shall be no construction or fences along this line or south of the line in order to maintain a full open view shed of the entire main (east) façade of the station.

ACTION: Yes: Kahn, Lee, Muller. No: Armstrong, Parish. Motion passes 3 - 2.

ADJOURNMENT 9:00 PM

JOANN PAVLINEC
Secretary

#. 1	Location:	Wood Street Development (formerly Central Station Project), West Oakland. Approximately 29.2 acres between 10 th Street to the south, West Grand Avenue to the north, Wood Street to the east, and the I-880 frontage road to the west. APNs - various
	Proposal:	Public Hearing on a proposal to develop a residential, retail, and other commercial mixed use development. The site would be redeveloped with up to 1,570 residential units, including 186 units in converted warehouses. Commercial space would include 13,000 s.f. of neighborhood-serving commercial uses plus up to 15,000 s.f. of civic uses associated with the historic Southern Pacific 16 th Street Train Station. The Project proposes retention of the main hall and a portion of the elevated tracks of the 16 th Street Train Station, and retention and restoration of the Signal Tower. The Project would restore the main hall and the retained portion of the elevated tracks to Secretary of Interior Standards if tax increment funding is made available. Public open space, consisting of a public plaza in front of the station's main hall and five pocket parks totaling approximately 1.39 acres would be provided. In addition, approximately 2.82 acres of private open space will be created for residents. All other structures will be demolished; as well as a portion of the 16 th Street Train Station elevated tracks and the baggage wing section of the Train Station.
	Applicants:	Build West Oakland, LLC; PCL Associates, LLC; HFH Central Station Village, LLC; Central Station Land, LLC
	Contact Person/Phone Number:	Andrew Getz (510) 652-4191 Carole Galante (415) 989-1111
	Owner:	Three property owners
	Case File Number:	ER 03-0023, GP 04-545, RZ 04-544, CDET 04-032, Vesting Tentative Parcel Maps 8551 – 8555
	Planning Permits Required:	General Plan Amendment, Zoning Code Amendment and Rezoning, Redevelopment Plan Amendment, Vesting Parcel Maps
	General Plan:	Business Mix
	Zoning:	M-20/S-16, (Light Industrial/Industrial-Residential Transition Combining Zone); M-30, (General Industrial); M-30/S-16, (General Industrial/Industrial-Residential Transition Combining Zone)
	Environmental Determination:	Final Environmental Impact Report published February 7, 2005.
	Historic Status:	16 th Street Train Station and 16 th Street Signal Tower (Rated A1+), City of Oakland Landmark, determined eligible for National Register of Historic Places. Project area also includes Two Historic Districts: (1) 16 th Street Train Station Commercial District, including Bea's Hotel, 1751-57 16 th Street (Dc2+); and, (2) Pacific Coast Canning District, 1111-1119 Pine Street (Cb+2+). The two districts are considered Areas of Secondary Importance; however, they adjoin the Oakland Point Area of Primary Importance (determined eligible for National Register).
	Service Delivery Districts:	West Oakland 1
	City Council Districts:	3, Nancy Nadel
	Action to be Taken:	Review the Final Environmental Impact Report and impacts and mitigations measures pertaining to Cultural Resources; consider recommendations to the Planning Commission on the proposed project, including partial demolition of the 16th Street Train Station elevated tracks, the entire baggage wing, and other issues discussed in the staff report.
	For Further Information:	Contact project planner Margaret Stanzone at (510) 238-4932 or by email at mstanzone@oaklandnet.com

**Information and Analysis Pertaining to the Reuse of
the 16th and Wood Train Station**

**Submitted by BUILD, West Oakland, LLC
March, 2005**

Station Main Hall Reuse Scenarios

Overview: The 16th Street Train Station's Main Hall structure contains approximately 12,250 square feet of usable interior space. This space includes (A) the Historic Passenger Waiting Area, (B) Service Wings located to the north and south, and (C) the Rear Service Area located within the western portion of the Main Hall. The Passenger Waiting Area, with its grand ornamentation, marble floors, and 45' tall ceiling, comprises only 7,010 square feet of the total area. Surrounding service spaces take up 5,250 square feet, or approximately 43% of the total building footprint, and possess more utilitarian ceiling heights averaging 10-12'. In addition, the retained portion of the Elevated Platform west of the Main Hall could offer 5,500 square feet of usable historic outdoor space, and 3,000 square feet below the platform could be converted to enclosed service space or be left open and used for loading and drop-off areas and additional parking.

Operationalizing the Main Hall: The project sponsor intends to create a 501(c)3 nonprofit to guide planning for the reuse of the 16th Street Train Station. This nonprofit would ultimately own and operate the building.

Incorporating Historic Elements: The project sponsor envisions a number of museum-element installations in and around the Main Hall to honor the structure's rich history. These might include: photomontages on the walls of the Passenger Waiting Area, stand-alone narrative exhibits with historic artifacts at key locations throughout the Main Hall, a restored Red Train or Pullman Car in the Plaza or on the reconfigured Elevated Platform, and a self-guided installation contained within the north or south Service Wings.

Meeting the Parking Needs of Possible Uses: Under any reuse scenario, parking will be required to accommodate potential demand. The range of approaches to meeting this demand include the following: a public parking area alongside the western edge of the Main Hall could accommodate 26 spaces; the plaza edge fronting the Main Hall could accommodate 9 permanent spaces as well as approximately 50 temporary spaces for events; 16 parking spaces would be available along the new extension of 16th Street; and additional parking spaces may be possible alongside the service road connecting northern parcels to 16th Street. In addition, the operation of a shuttle-bus would provide a direct connection from West Oakland BART to the property at 15-minute headways during peak hours.

Reuse Strategies: Over the last two years, BUILD has received a significant number of unsolicited proposals for the train station including: a farmer's market, a performing arts space for a local nonprofit, a martial arts studio and practice area, a museum for hip-hop and urban expression, a museum for toy trains, and a living-museum concept honoring African-American contributions to Oakland and the history of rail. Though these proposals were preliminary or informal, and generally did not include a full business plan, most indicated that the Main Hall building, without the Baggage Wing, would provide adequate program space to suit their needs.

Notwithstanding the sizable costs associated with seismic retrofit and historic renovation of the Main Hall and remaining Elevated Platform, tenant improvements, or the capitalization of an operating/replacement reserve – all of which would likely be addressed through independent fundraising – several reuse options demonstrated basic feasibility based on identifiable space needs and operating requirements. Historic exhibition elements would be incorporated into each of the following approaches. Conceptual studies of the first two options are attached.

1) Event Center and Exhibition Space

- The Main Hall would accommodate holiday and social events, community gatherings, corporate events and trade shows. Support functions such as materials and equipment storage, a kitchen, bathroom facilities and a management office would be located within the service areas adjacent to the Passenger Waiting Area. The outdoor area of the Elevated Platform could serve as an open-air break-out space with possible small café.

2) Performing Arts Space

- The Main Hall would accommodate a central stage and seating areas for a variety of performing arts uses. Supporting studio space would be located in Service Wings along with the box office, administrative spaces and other ancillary functions. Using the adjacent outdoor areas within the Plaza, a concert/film series or theater-style festival could be incorporated.

3) Local Serving Commercial

- The Main Hall would serve as an “open-air” marketplace for a variety of neighborhood and regional serving vendors. Fixed booths along the perimeter, and temporary vending stalls in the interior area would provide crafts, café-style food-service or other goods. Support functions such as bathroom facilities and a management office would be located within services areas adjacent to the main hall.

4) Restaurant and Cafe

- The Main Hall would host a sit-down restaurant and bar with adjacent café service. With dining in all, or a portion of, the Passenger Waiting Area, up to several hundred individuals could be accommodated at one time either through standard table-service or a banquet-style arrangement. Given the industry standard of 6 Square Feet of kitchen/prep/storage space for every ten Square Feet of dining area, service needs for a significant dining area could be entirely accommodated within the existing Service Wings and Rear Service Area. In addition, a “café-car” railcar could offer lighter fare at off-hours in the Plaza or on the Elevated Platform with additional parking below.

5) Regional Destination – Museum

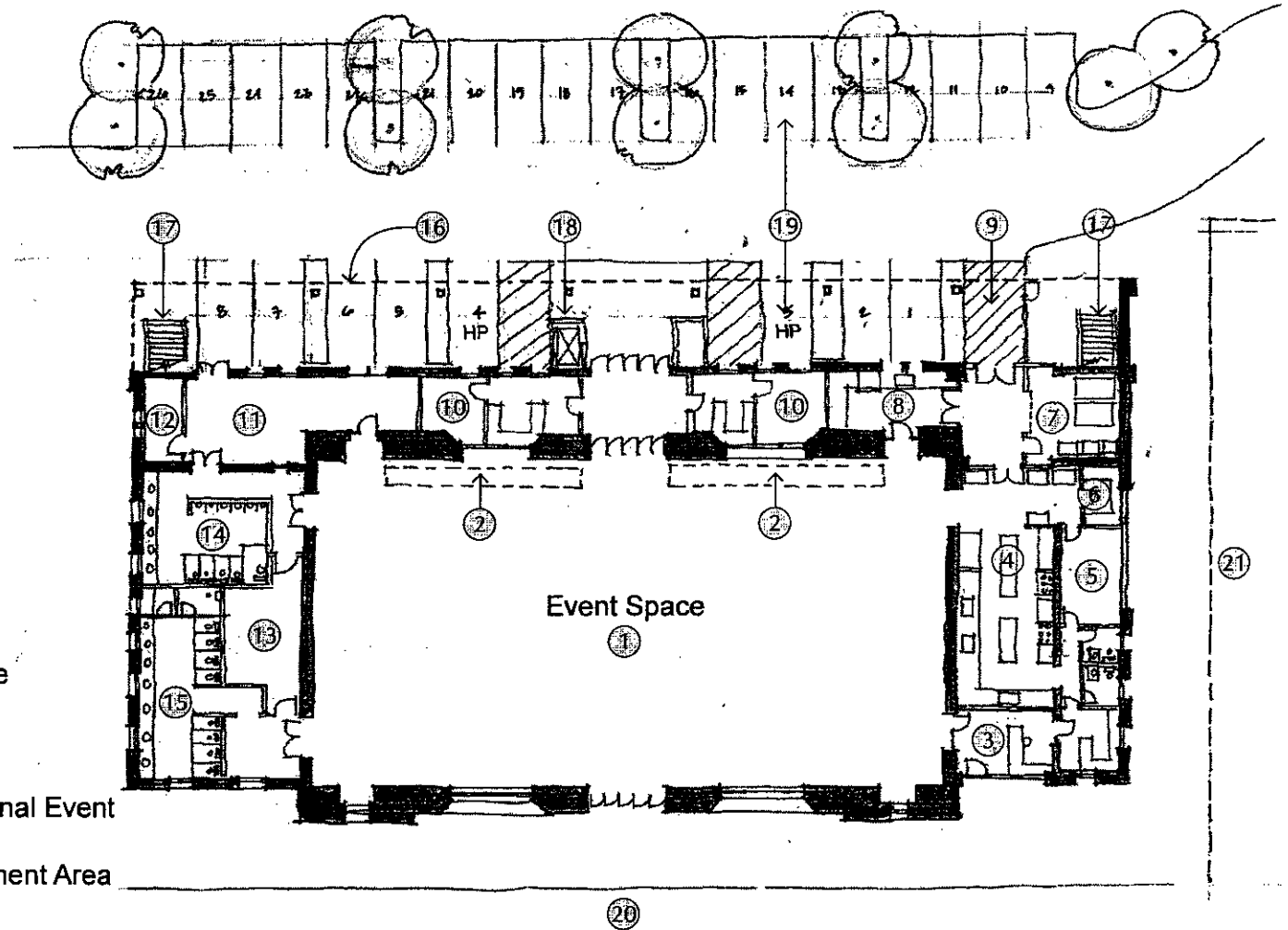
- With 7,010 square feet of gallery space in the Passenger Waiting Room, plus additional exhibit areas on the Plaza or on the reconfigured Elevated Platform, the 16th Street Train Station would offer a space comparable in size to existing dedicated museum installations at local institutions such as the Museum of Children's Art in downtown or West Oakland's African-American Museum and Library. Combined with the Plaza area, it would offer an indoor/outdoor space comparable to the Oakland Museum of California's Great Hall and associated Great Court Gardens. Museum-element preparation could occur off-site, with storage, maintenance, bathrooms, and associated operational requirements met with the Storage Wings and Rear Service Area.

6) Recreation Facility

- Insofar as recreational elements did not interfere with the historic quality of the structure, the Main Hall could host an educational/recreational facility. The Passenger Waiting Room could offer space for afterschool education programs and evening/weekend activity classes. These could range from arts and crafts classes to pilates to yoga to rock-climbing on a freestanding indoor wall. Temporary indoor boxing rings, indoor volley ball courts, or similar recreation facilities could be set up in a portion of the Passenger Waiting Room. Each Service Wing might offer a male or female shower/dressing room. Offices and storage would be supported in the Rear Storage Area.

Key Notes

1. Event Space - 7000 s.f.
2. Exhibit Space
3. Administration Space
4. Kitchen
5. Kitchen Storage
6. Cold Storage
7. Waste Handling
8. Dishwashing
9. Loading Area
10. Office
11. General Storage
12. Electrical Room
13. Dressing Room
14. Men's Room
15. Women's Room
16. Platform Above
5550 s.f. Outdoor Event Space
17. Existing Stairs
18. New Elevator
19. Staff & Event Parking
20. Passenger Drop Off & Additional Event
Parking
21. New Residential on Development Area



16th Street Plaza

Option 1 - Event Center & Exhibition Space

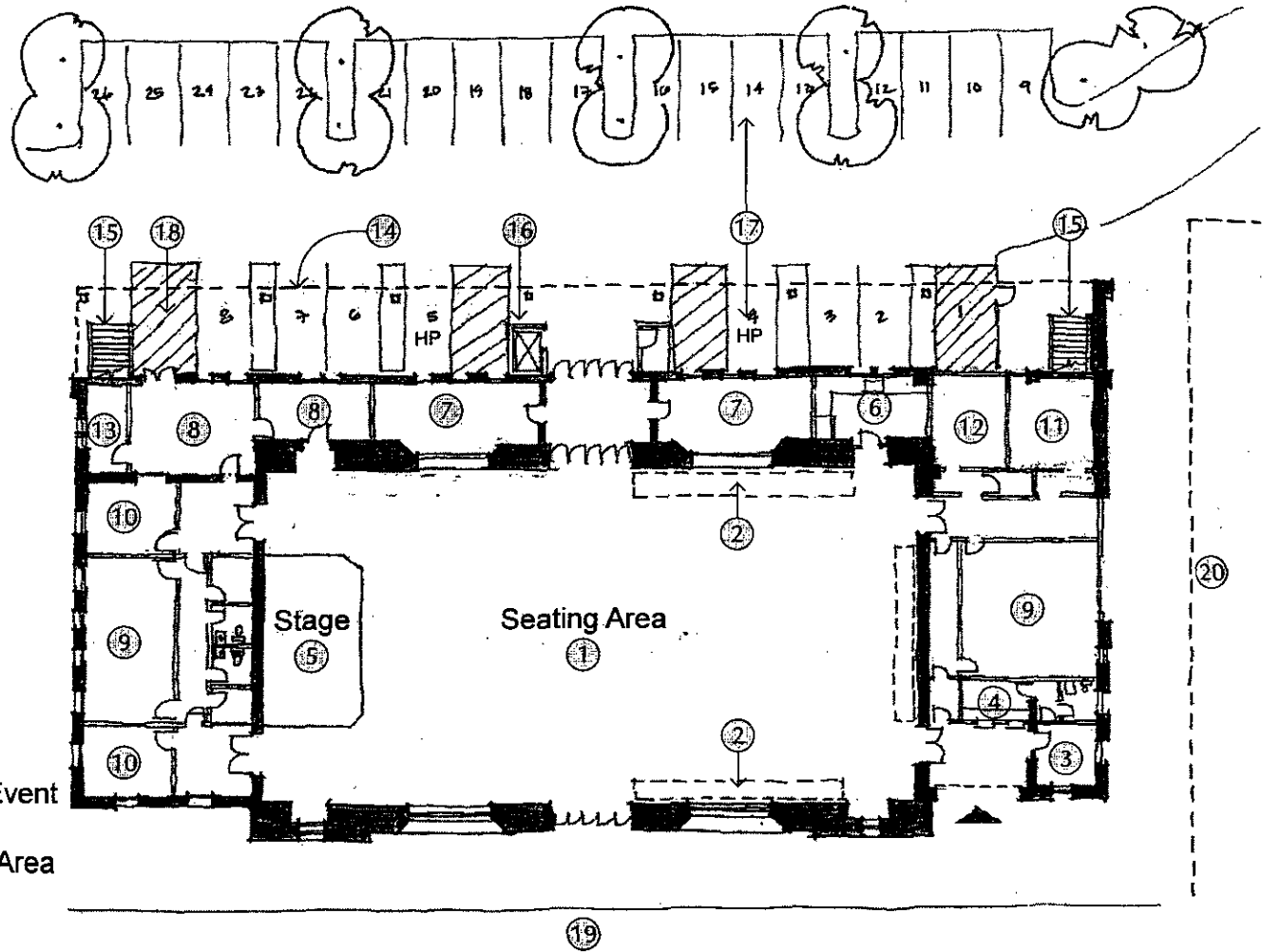
16th Street Station
Conceptual Study

Option 1
Event Center & Exhibition Space

March 7, 2005
Pyatok Architects, Inc.

Key Notes

1. Seating Area - 7000 s.f.
2. Exhibit Space
3. Administration Space
4. Box Office
5. Stage
6. Warming Kitchen
7. Multi-Use Space
8. General Storage
9. Studio
10. Dressing Room
11. Men's Room
12. Women's Room
13. Electrical Room
14. Platform Above
5550 s.f. Outdoor Event Space
15. Existing Stairs
16. New Elevator
17. Staff & Event Parking
18. Loading Area
19. Passenger Drop Off & Additional Event
Parking
20. New Residential on Development Area



16th Street Plaza

16th Street Station
Conceptual Study

Option 2
Performing Arts Center

March 7, 2005
Pxatol Architects, Inc.

Option 2 - Performing Arts Center