

Correspondence

-----Original Message-----

From: sharoncornu@earthlink.net [mailto:sharoncornu@earthlink.net]
Sent: Tuesday, March 29, 2005 8:38 PM
To: ccappio@oaklandnet.com
Subject: Support the West Oakland Train Station Coalition Demands

Deputy Director Claudia Cappio
250 Frank H Ogawa Plaza, Suite 3330
Oakland, CA 94612

Dear Deputy Director Cappio,

I am supporting the West Oakland Train Station Coalition's demands for affordable housing, prevailing wages, environmental remediation, and preservation of the historic Pullman Porter organizing site under community control. I ask that you approve the project only if these are met.

As a resident of West Oakland/union member/concerned community member/person who voted for you, I am truly concerned that the developers and City officials will not agree to the needs of the community as stated above. I am particulalaly concerned about _____ b/c _____. Please let me know that you will support the Coalition!

Sincerely,

Sharon Cornu
7992 Capwell Dr
Oakland, California 94621

-----Original Message-----

From: karinhart@union.org.za [mailto:karinhart@union.org.za]

Sent: Tuesday, March 29, 2005 8:35 PM

To: ccappio@oaklandnet.com

Subject: Support the West Oakland Train Station Coalition Demands

Deputy Director Claudia Cappio
250 Frank H Ogawa Plaza, Suite 3330
Oakland, CA 94612

Dear Deputy Director Cappio,

I am supporting the West Oakland Train Station Coalition's demands for affordable housing, prevailing wages, environmental remediation, and preservation of the historic Pullman Porter organizing site under community control. I ask that you approve the project only if these are met.

As a concerned community member I am truly concerned that the developers and City officials will not agree to the needs of the community as stated above. I am particulaly concerned about Developers seeking to take public subsidies and remove themselves from following local and state laws--local hiring and prevailing wage requirements and state affordable housing requirements. This concerns me because workers should be able to work under prevailing wages. Please let me know that you will support the Coalition!

Sincerely,

Karin Hart
P.O. Box 1281
El Cerrito, California 94530-1281

-----Original Message-----

From: czook@atul92.org [mailto:czook@atul92.org]

Sent: Wednesday, March 30, 2005 7:40 AM

To: ccappio@oaklandnet.com

Subject: Support the West Oakland Train Station Coalition Demands

Deputy Director Claudia Cappio
250 Frank H Ogawa Plaza, Suite 3330
Oakland, CA 94612

Dear Deputy Director Cappio,

I am supporting the West Oakland Train Station Coalition's demands for affordable housing, prevailing wages, environmental remediation, and preservation of the historic Pullman Porter organizing site under community control. I ask that you approve the project only if these are met.

As a resident of West Oakland/union member/concerned community member/person who voted for you, I am truly concerned that the developers and City officials will not agree to the needs of the community as stated above. I am particulalaly concerned about _____ b/c _____. Please let me know that you will support the Coalition!

Sincerely,

Christine Zook
8460 Enterprise Way
Oakland, California 94621

Deputy Director Claudia Cappio
250 Frank H Ogawa Plaza, Suite 3330
Oakland, CA 94612

Dear Deputy Director Cappio,

I am supporting the West Oakland Train Station Coalition's demands for affordable housing, prevailing wages, environmental remediation, and preservation of the historic Pullman Porter organizing site under community control. I ask that you approve the project only if these are met.

As a resident of Oakland, a union member and a concerned community member, I am truly concerned that the developers and City officials will not agree to the needs of the community as stated above. I am particulaly concerned about maintaining afforable housing in Oakland. Please let me know that you will support the Coalition!

Sincerely,

Thomas Manley
2325 Ivy Drive, Apt 2
Oakland, California 94606-2051

-----Original Message-----

From: jfillingim@seiu535.org [mailto:jfillingim@seiu535.org]
Sent: Wednesday, March 30, 2005 11:40 AM
To: ccappio@oaklandnet.com
Subject: Support the West Oakland Train Station Coalition Demands

Deputy Director Claudia Cappio
250 Frank H Ogawa Plaza, Suite 3330
Oakland, CA 94612

Dear Deputy Director Cappio,

I am supporting the West Oakland Train Station Coalition's demands for affordable housing, prevailing wages, environmental remediation, and preservation of the historic Pullman Porter organizing site under community control. I ask that you approve the project only if these are met.

As a resident of West Oakland/union member/concerned community member/person who voted for you, I am truly concerned that the developers and City officials will not agree to the needs of the community as stated above. I am particularly concerned about _____ b/c _____. Please let me know that you will support the Coalition!

Sincerely,

Jerry Fillingim

MARGE

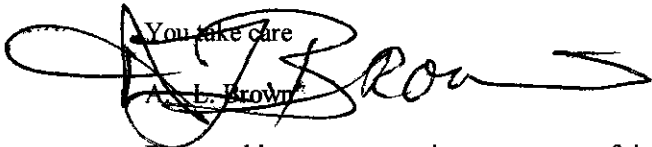
City of Oakland
Planning Comm.
1 city hall plaza
Oakland, Calif. 94612

March 11, 05

Hello Planning Comm.

I attended meeting on W. O. & train station, and surrounding area. The amazing parts are the people who are doing this work. Where are they from ?? None of the people who spoke, live in W. Oakland, or Oakland for that matter. They can come to city hall, and get their way. It was amazing to listen to Ms. Galente talk of redevelopment money, wanting her cut of these funds. 'She knew how much was coming'. She has a matching grant from Calpers. I called and talked with people at Calpers, it didn't matter what I said, 'It was not what they invest their money in.'—It didn't matter—But they support Ms. Galente.

Enclosed are my notes from meeting. I sent them to Mr. Holliday—no reply—ask him—the amazing part with him. When media first did story about his buying up the whole area it stated he had gotten lost, and discovered the train station, so he bought it. I would like to know what he calls—buying up the entire area 29.2 acres, in flatland W. Oakland the so-called African-American community We just want to live in one house, we are being forced out today.

You take care

A. L. Brown

Ps—speaking at your meeting are a waste of time, you are like them, you'll do what you want, it doesn't matter. I try to speak, but so far down the line, in speaking, nobody hears me, you have all gone home. !!!

RECEIVED
MAR 16 2005
City of Oakland
Planning & Zoning Division

City Planning meeting on W. Oakland Development: Train station and surrounding area

Jan. 26, 2005
Notes A. L. Brown

City staff Ms. Stanizonie—redevelopment—I have talked with her, a few times.

Residential land use? Redevelopment

Zoning—something I've been trying to do for many years, still no access to zoning process.

The process of subdividing project: To benefit developers, locals lose out—no access to capital, to become partners in project.

Waste solutions? Smell Red Star yeast EBMUD plant

16th Street train station—usage factor—Restaurant possibilities/ grill trailer/ farmers market

Advisory boards—new—too many voices—direction?

Cost & benefit to city—no city funds involved, including redevelopment moneys, right.

Curiosity about project & people

Andy Getz: 29 acres *Hotel* 4 owners 3 mgmt groups

Refused to call:

Carol Galante:

How & why involvement: 'Asked to be involved' in W. Oakland by residents.
9 years ago

'So many have been here longer, and still not involved.'

Vision = for profit & Calpers grant—matching

Co-owners: who = *outsiders/unknown*

Replaced units—7th street—gateway project, benefiting—OPD

Wages = \$70,000 equal to home ownership—access to jobs, an downtown—walking. *Jobs - None*

Pioneer ????

Generate \$27 million dollars for city. "Like Indian Casino"—under estimate total—wrong

Accept with open arms. "No-brainer" choosing Bridge Housing—Director OHA

\$65 million dollars—Oak Army Base = Redevelopment—"How much for "US"? Locals, cut ??

Ms. Galante's Cut?

Train Station: 'If it ever occurs'

Approval of residential group—not included

"No one will step forward"—wrong —

- 1. Fox Theater
- 2. Redevelopment

tax increment \$50 million dollars

"First & last time to restore, Train Station ?? *wrong*

Who's to restore train station ?? *Outsiders/Unknowns!*

Not invited to discussion, only invited to community meeting, and could not make it.

Not involved, Invisible to the process

Rick Holliday: owner/developer

Didn't reply to 'welcome to W. Oak. Letter'

Apologize to planning committee for development process.

- Still going forward - Nonstop!

Why bought property—5 years ago 'What's up?'—Lost in W. Oakland, like TV show.

Masters Degree—non-profits—Buck Baggett—S. F. non-profits

Adaptive re-use Hamilton Air Force base involvement

Meeting 5 years ago—few people at meeting, many didn't know about meeting.

Tired ??? No jobs to locals

1st time homebuyers program 'so many companies, and banks have program'

- Tax Credit?? IRS

Architect:

Turn back on neighborhood -

Blind to Community - No Interest!

Development standards "The same"

Cecilia Talbert—Atty.

Impact

"Gentrification rampant": Urban strategies- Started in W. Oakland and going on strong.

Oak Army Base Reuse

\$27 million dollars revenue from project:

A. Philip Randolph Org.: labor movement

Dr. King suffering, along with Marcus Garvey & Father Divine, who lived and worked in W. Oakland.
Liberty House

Just Cause

or Just Them - Not "US"

EB Community Law Center—May Lu

Impact study—hr rate ?

EIR read—no input from me. Ignored

National expert—'no more outsiders, involve locals, and small business.

Master developer: unknown & invisible

Affordable units or market rate

Monza City Atty.—Don Rossi

My first meeting regarding the Central Station Project: SP train station terminal and surrounding grounds:

My notes from meeting: A. L. Brown
WO Senior Citizen Center---
June 15, 04

Bamboozled again: Hoodwinked

Andy Getz will be landlord; all others will eventually sell to others and drop out of project

*add local
buyers
to project!*

1. Profiteers = nothing for community —
2. A new gentrification process - *Business as usual*

1-2 bedroom units only 6-10 3 bedroom units = no families

Project is directed at high-tech workers--- 'what about college students?'

Newly formed non-profit for terminal—promoting trains & professional fundraising group:

1. The Chef/Cook = Catering/Restaurant - *Hello!*
2. Toy train museum
3. Cultural/heritage loses out

Meet with 2 developers: Nancy Nadel—museum & housing too much business as usual

Financial Institutions who will be involved with project: target

Oakland Army base Redevelopment: 25% affordable housing = a joke

1. Baseball field involvement = ignored - *Deamon Hooks!*

Community activity & investment - zero

1. Equity back into community—outsiders control project
2. "Locals not involved, like batteries"

Show investments in community - *none to show!*

1. CRA of !(&&

City time line—EIR—due in July

Spring start project

No building until community gets involved: Invisible

Andy Nelson: 'strength in coalition'—

The owners = mystery people—outsiders & unknown

East Bay Alliance for  a Sustainable Economy

1714 FRANKLIN ST., SUITE 325, OAKLAND, CALIFORNIA 94612

TEL: (510) 893-7106 • FAX: (510) 893-7010

WWW.WORKINGEASTBAY.ORG

March 16, 2005

Oakland Planning Commission
City Hall
Frank Ogawa Plaza

Dear Commissioners,

We believe that the "social and economic impact analysis" provided to you by the Planning Department does not provide the information on the Wood Street Project that you requested and community members are calling for. We urge you to make this important decision only after you have the full facts that you need to make an informed decision.

The East Bay Alliance for a Sustainable Economy (EBASE) is an alliance of community, labor and faith-based organizations concerned about the outcomes of development in the East Bay for low-wage workers and low-income communities. We support growth with equity, seek to maximize the benefits of development to all members of the community, and advocate for a responsible planning process. We believe that large-scale projects, like the Wood St. Project, promise to improve neighborhoods such as West Oakland, but also risk exacerbating chronic problems of poverty and lack of affordable housing.

We commend the Planning Commission for calling on the City to assess the social and economic impacts of the project several months ago. However, the study prepared for the City by Mundie and Associates (the Mundie Report) fails to achieve its stated objective: to provide the Planning Commission, the City Council and the public with comprehensive information on the project's outcomes.

The authors of the Mundie Report failed to evaluate key social and economic impacts. Assessments of community conditions, including poverty, employment, access to jobs and access to community services, are glaringly absent, as is any measurement of the impacts of the project on those conditions. It is as if the Mundie Report were a financial feasibility analysis that showed revenues but not costs. We do not believe that you would accept such an analysis or approve a project based upon it.

Furthermore, by accepting the Mundie Report as a social and economic impact analysis, the City is setting a poor precedent of what it deems to be adequate analysis of these impacts.

We have attached a fact sheet on Community Impact Reports (CIRs) that illustrates the components of a comprehensive social and economic impact analysis. Increasingly, government officials are utilizing this type of analysis of large-scale projects. EBASE has conducted our own, independent CIRs of projects and we have considerable expertise in assessing social and economic outcomes of development. We would be happy to work with the Planning Commission to shape a comprehensive analysis of the Wood St. Project.

Again, we urge you to make a fully informed decision on this project and to insist upon a credible and useful standard for measuring social and economic impacts.

Sincerely



Howard Greenwich
Research Director

East Bay Alliance for a Sustainable Economy

1714 FRANKLIN ST., SUITE 325, OAKLAND, CA 94612 • TEL: (510) 893-7106, FAX (510) 893-7010
WWW.WORKINGEASTBAY.ORG

Fact Sheet on Community Impact Reports

March 2005

What Is a Community Impact Report (CIR)?

A CIR provides decision-makers and the public with a comparison of community conditions before and after a large-scale development project is built. A CIR assesses social and economic impacts, that are not typically required under State laws, such as CEQA and redevelopment law.

The first step measures key existing conditions in both the community and region in which the project is located. For example, do residents experience unusually high unemployment? Are local workers sufficiently skilled for new jobs? Do children have places to play? Is there adequate affordable housing in the area?

A CIR then assesses how the project will impact potential stakeholders, such as residents, future workers and local businesses, relative to these conditions. It provides an opportunity for good projects to showcase their benefits as well as a chance to improve outcomes of all projects.

It is similar to an Environmental Impact Report (EIR) in that it compares some outcomes to community standards, such as living wages for jobs and affordability for housing. It differs from an EIR in that a CIR is shorter, easier to produce and focuses primarily on how a project can benefit a community.

What kind of information should be included in a CIR?

Below are examples of the kinds of questions that should be answered by a CIR. All of the questions relate to the quality of life for existing residents and new workers, net fiscal benefits to a city and viability of local businesses. The first set of questions establishes existing conditions and the remaining sets of questions assess a project's impacts on those conditions.

Existing Conditions

- Who lives in the area around the project?
- How has the population changed over the last decade?
- What skills do local residents have to offer employers?
- Are there unusual economic challenges, such as high poverty rates, high unemployment or barriers to work for residents, such as limited English proficiency?
- Are there adequate living wage jobs in the area that provide career opportunities?
- Is there adequate affordable housing in the area and are homes overcrowded?
- Are there sufficient community services, such as daycare, places for children to play, public safety, health clinics and schools?
- Are there places to shop nearby to meet nutritional and other needs?
- Are small businesses operating in the area?

Data for these existing conditions are available from sources such as the Census Bureau, the California Employment Development Department, retail market consultants, the City, the County and other State agencies.

Employment & Business Impacts

- What will be the net gain in jobs (new jobs minus displaced jobs)?
- Will residents have access to those jobs, given existing skills and conditions?
- Will the project add living wage jobs to the regional labor market?
- Will existing small businesses lose customers to new large retail stores?

Housing Impacts

- Will any existing housing be displaced, especially affordable?
- How many units at what levels of affordability will be offered or guaranteed?
- Could the project lead to indirect displacement of current families as property values rise?
- Will the project help meet the City's Housing Element goals?

Community Services and Retail Needs

- Will the project alleviate any needs for vital community services, such as day care, health care facilities, or public meeting spaces?
- Will the project increase access to locally serving retail, either through new stores or better access to public transit?

Smart Growth and Sustainability

- Does the project foster use of public transit and other car-alternative modes?
- Does the project use underutilized, in-fill land?
- Does the project foster City sustainability goals, such as greenbuilding and recycling?

Environmental Health

- Will the project improve overall environmental conditions in the community?
- Will new work sites meet adequate indoor health standards?
- If there are negative environmental impacts, such as air pollution or toxic run-off, will they be disproportionately born by historically disadvantaged groups?

Fiscal Analysis

- Will the revenues generated by the project outweigh the costs of providing new services?

How does a CIR help the decision-making process?

• *Comprehensive Information*

A CIR can provide important information to decision-makers that is often absent in the development process. While developers may commission reports that highlight positive social and economic impacts of proposed projects, these reports rarely provide an objective and assessment of all project costs and benefits.

• *Standardized Information*

By collecting the same information on social and economic impacts across projects, the CIR introduces predictability to the approvals process and avoids favoring some developers over others.

• *Public Confidence*

A CIR can foster confidence among stakeholders that due diligence has been done to understand the full impacts of a project. It also enables developers to make a compelling case that the benefits of a project outweigh any negative impacts. In this way, CIRs can help avoid controversy and conflicts that can delay or derail proposed projects.

Exhibits Received at City Planning
Commission Meeting
Date: 3/19/05

Displacement: The Toll on Human Health



Residential displacement has become a critical issue in the context of California's chronic housing shortage. Without resident protections, displacement can occur during demolition, redevelopment, or the conversion of rental units to ownership housing or when neighborhoods change in a way that inflates property values and rents.

Displacement affects human health in numerous ways. Displacement results in the loss of supportive family and community relationships. Neighbors, friends, and family all can provide critical material and emotional support that both prevents illnesses and helps us recover from injury and disease. Research from Alameda County has demonstrated that people with fewer family members, friends, or social group memberships have twice the risk of early death, even accounting for income, race, smoking, obesity, and exercise.

Displacement also can break ties between children, their schools, and their friends. Educational research shows that school relocations results in grade repetitions, school suspensions, and emotional and behavioral problems.

For those with limited housing choices, displacement can cause severe psychological stress which hurts the body's ability to fight infections. Chronic stress also contributes to heart disease and pre-term birth.

Even the threat of displacement can harm health. Discussing how she felt about an eviction notice at the Trinity Plaza Apartments in 2003, one resident stated: "We are fearful, feelings are hurt, and [we're having] difficulty speaking about displacement, stressed, sleeplessness, anxiety, and the issue has been constantly going on."

The threat of losing a home is particularly significant for the elderly. In the years after the threatened eviction of 50 low-income Asian families from affordable housing in Oakland Chinatown, several of the residents had died—a rate much higher than expected.

Displacement, and its human health toll, can be prevented or, at least, reduced. This requires thoughtful urban policy, community sensitive land use decisions, and specific strategies to protect and preserve housing for all sectors of the population.

SAN FRANCISCO
DEPARTMENT OF
PUBLIC HEALTH
ENVIRONMENTAL HEALTH
1501 CALIFORNIA STREET, SUITE 210
SAN FRANCISCO, CA 94115
(415) 355-3800

March 15, 2005

Planning Commission
City of Oakland
1 Frank Ogawa Plaza
Oakland, CA 94612



Honorable Planning Commissioners:

I am writing this letter of concern on behalf of the Chinese Historical Society of America, the oldest not-for-profit organization dedicated to the promotion, education, and preservation of Chinese American history.

Thank you for the opportunity to comment on the plans for the Wood Street Development project. The project area includes two major sites that figure significantly into the Chinese heritage of the Bay Area and the nation. We appreciate your careful consideration to the treatment of historic buildings associated with the western terminus of the transcontinental railroad. The cannery complex of Lew Hing, the landmark 16th Street Train Station, and Bea's Hotel all owe their existence to the construction of the transcontinental railroad, and are significant resources in understanding the contributions of railroad workers of all races, and the transformations that came with the railroad.

We have concerns about the treatment of these sites important to the Chinese heritage of California and the nation.

1) PLEASE PLAN FOR THE FUTURE OF THE LANDMARK 16TH STREET TRAIN STATION

We are concerned the 16th Street Train Station be treated in a manner consistent with its historical importance as a landmark building. It marks the western terminus of the transcontinental railroad, largely built by Chinese and Chinese American labor, and has in the years of its use been an important symbol of the forces that shaped Oakland. It has enormous significance in the history of Oakland's Redcap Porters, the national Pullman Porters, and the history of work and development of labor unions.

We urge that the Commission not approve subdivision lines proposed immediately around the train station main hall. Such property lines would cut off a large section of the original train station building, and in eliminating all space outside of the main hall may cripple success of the landmark's future reuse.

Advise against drawing a lot line through the building. No part of it should be demolished. At the very least, no part of it should be demolished until the new plans are drafted, approved, and bonded to be completed.

2) BETTER MITIGATIONS FOR LEW HING'S CANNERY BUILDINGS

The main cannery complex currently occupies two city blocks of buildings Lew Hing's company built in 1909, 1913, 1919, and 1928. The project plans to substantially alter one and demolish the other three of the major buildings of the historic cannery complex (FEIR page 3-46). We strongly urge the Commission require better mitigations for the loss of this major resource.

When the City recently approved a development to demolish historic buildings in the Broadway-West Grand area, the developer's mitigations included contributing \$125,000 to

the façade improvement fund. (Planning Commission Staff Report December 1, 2004, page 8)

For this project, we request the Commission direct mitigating the demolition of the cannery's major historic structures through requiring the developer contribute a substantial sum to the non-profit charged with the preservation and reuse of the Train Station.

If the project must demolish historic buildings, signage, plaques, and brochures are not meaningful mitigations. A sign is not equivalent to the experience of an architectural presence, and indicating a locale's history is not equivalent to a historic building. Other mitigations to explore might include requiring the developer to provide an endowment to the Oakland Public Library, for Chinese American studies, perhaps to study early Oakland Chinese businesses. We strongly ask the Commission require more meaningful mitigations.

3) REQUIRE FUTURE DESIGN REVIEW COMMITTEE REVIEW OF PROJECT PLANS

The remainder of this letter concerns project design for construction in the area of Lew Hing's cannery complex. With so many important considerations before you at this meeting—evaluation of an EIR, subdivision proposals, zoning changes and changes to the general plan—there's little time to consider all aspects of the project. We request the Commission have the project design, when drafted, be reviewed by the Design Review Committee.

Below are issues relating to project design and CEQA-appropriate treatment that demonstrate the relevance of having the project designs appear before Design Review:

i) Don't create fake history — no fake cannery buildings

The project plans to demolish or substantially alter the major cannery complex buildings. The new construction should not attempt to recreate an idea of a cannery. The project should not introduce *new* cannery-related elements. It is inappropriate to replace the historic buildings with cannery-themed construction that will work against our understanding of the area's history.

Instead, as the attached conceptual sketch indicates, a historically appropriate treatment would be to preserve a portion of the original building in an outside wall of the new construction. The preserved portion would open into the lobby area, in which there's a small display of artifacts related to the cannery's operation. Someone standing in the lobby could compare the architecture they now see with one or more photos illustrating the appearance of the historic building from that same vantage point.

This treatment would avoid creating a fake impression of the appearance of the Pacific Coast Cannery or what happened there. It would illustrate what had come before and connect it with what is there now. It would have the great benefit of allowing the new construction to be designed in a manner most appropriate to the new projects use.

This treatment should proceed for each of the Cannery buildings that the project demolishes, the 1928 "Cooling Room," the 1909 & 1928 Warehouse, and the 1913 Cold Storage Warehouse (mentioned for demolition in the FEIR, page 3-46); and the 1919 Cannery and Box Factory, which will be substantially altered.

ii) Project should not falsely ethnicize cannery buildings

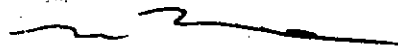
During a public tour of the cannery building, the developer spoke of plans for interpreting the historical connections of the cannery. Although we haven't been shown designs, it seems important to emphasize that a historically inaccurate Chineseness should not be retrospectively created for Lew Hing's factory.

From the time of the Pacific Coast Canning Company's founding through the cessation of the cannery, Lew Hing and his business partners never emphasized a Chinese identity for the cannery. We see this reflected in the presentation of the company, including the company's name, and the name and imagery of the product line, "Buckskin Brand" (see attached image from the history of Lew Hing by his granddaughter, Jean Moon Liu).

That Lew Hing was an important Chinese businessman in the Bay Area is very significant for Bay Area heritage. Simultaneously, to create a representation of Lew Hing's cannery contrary to that he created is historically inappropriate. If we attempt to redress past discrimination against Chinese and Chinese Americans by misrepresenting someone, we fail twice over.

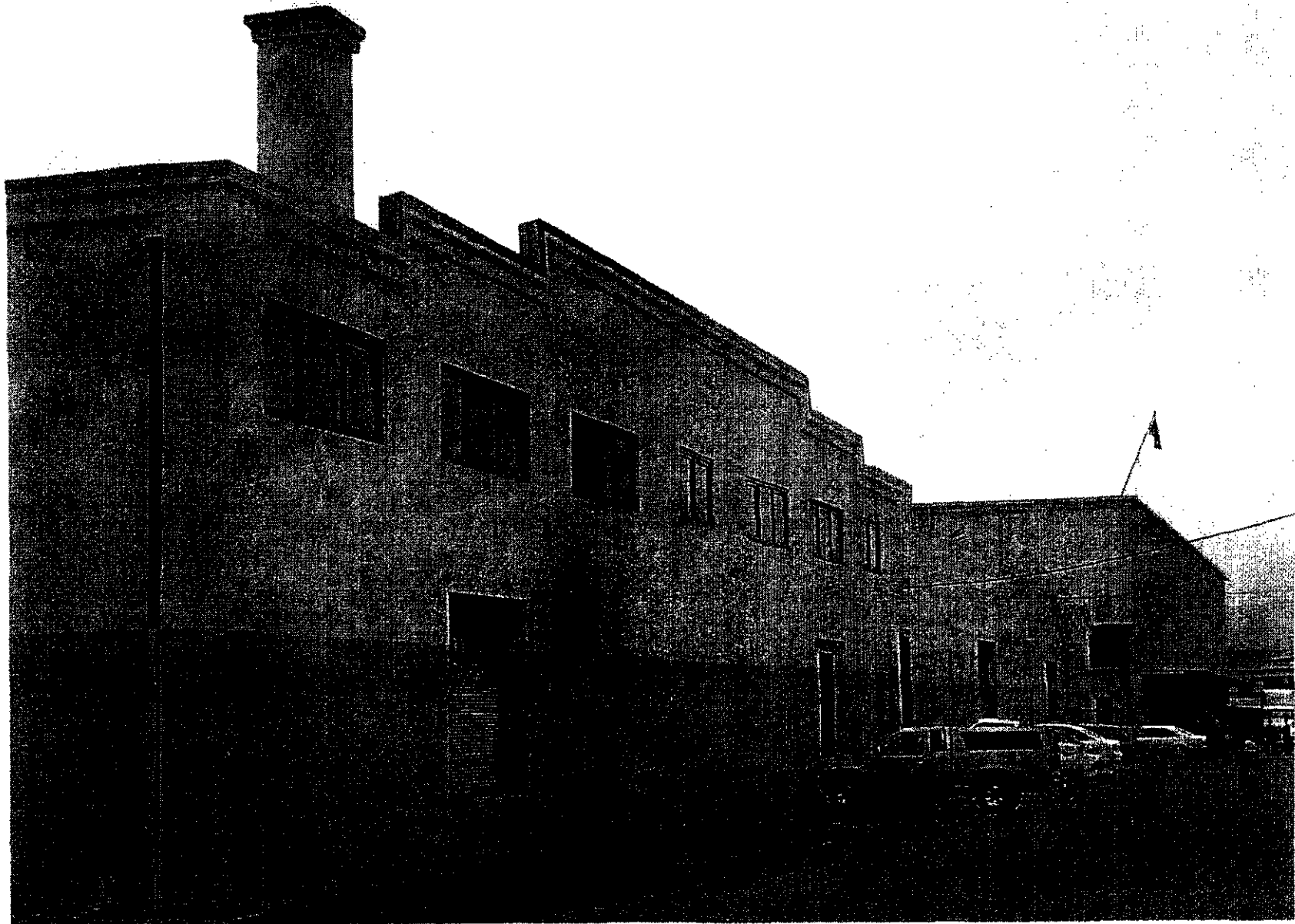
Thank you for your careful consideration of this project.

Sincerely,

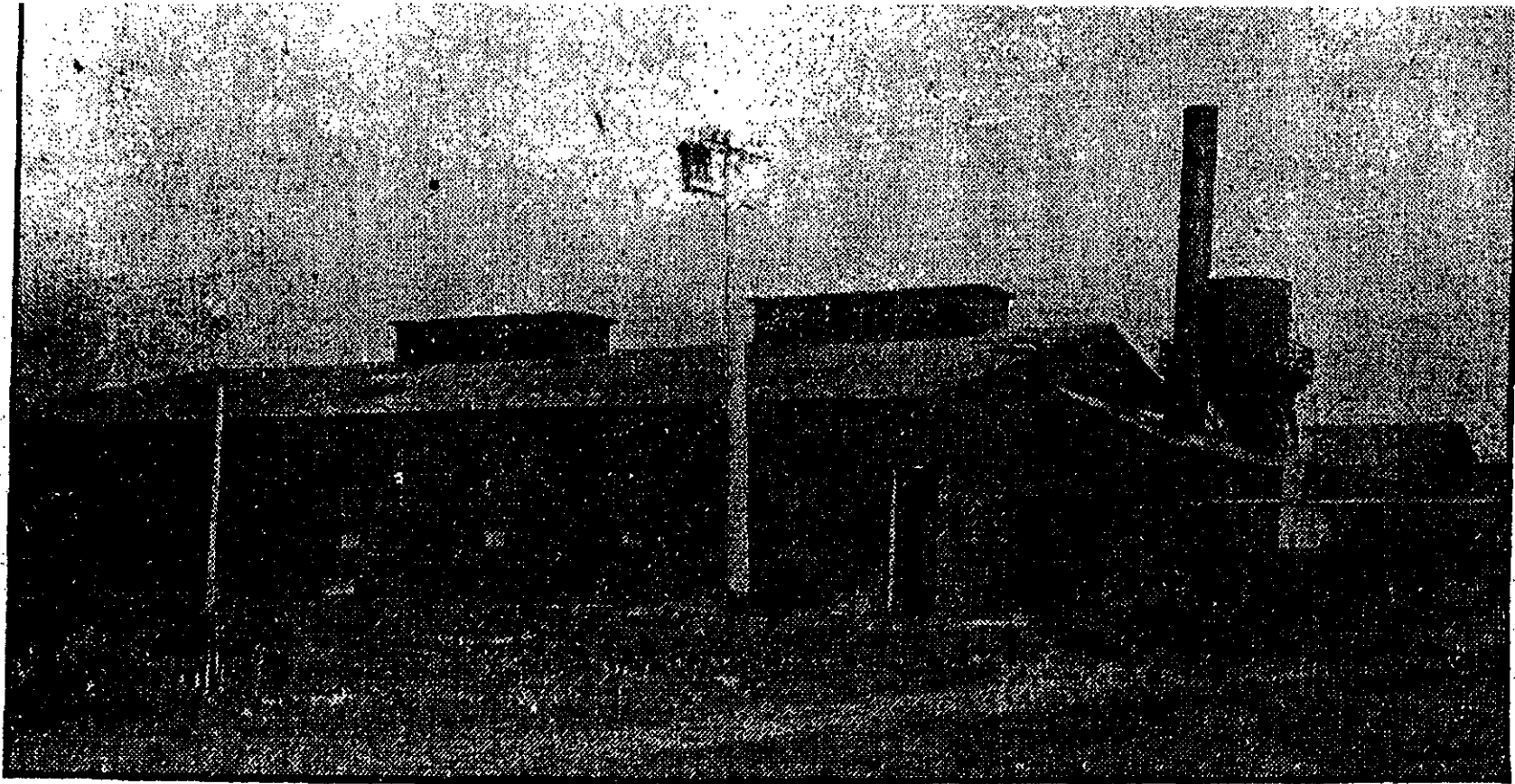


Anna Naruta
Board Member
Chinese Historical Society of America (965 Clay St, San Francisco, CA 94108)

LEFT TO RIGHT: COLD STORAGE WAREHOUSE (1913), WAREHOUSE (1928 & 1909),
"COOLING ROOM" (C. 1928), CANNERY & BOX FACTORY (1919)



The *Oakland Tribune* in 1905 featured this photo of Lew Hing's Pacific Coast Cannery, and noted that in it "There are about 300 girls and women constantly employed..." (Dec 28, page 7). Attached photos from San Francisco show how such a cannery operated.



NEW CANNERY THAT EMPLOYS SEVERAL HUNDRED PEOPLE.

At Twelfth and Pine streets, near the Sixteenth street depot, on the northern Pacific lines, is located the Pacific Coast Cannery, a new institution, but one that has done a large business during the past season. This

cannery is still operating on tomatoes.

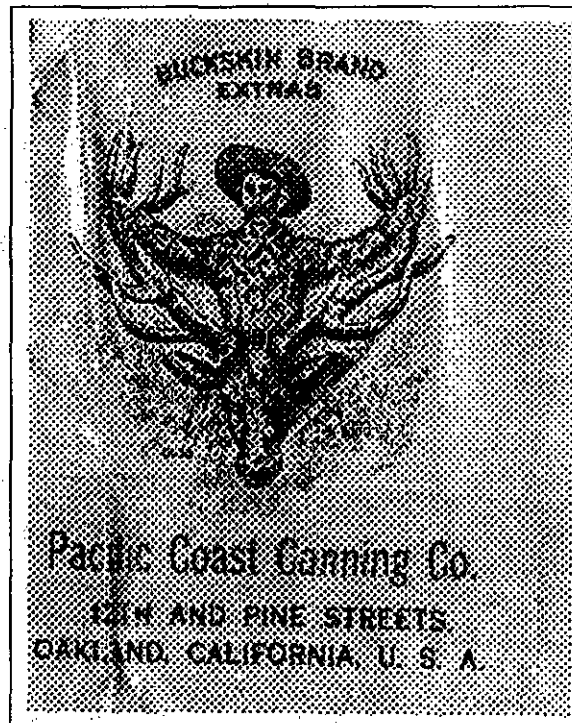
There are about 300 girls and women constantly employed in the cannery, which has been engaged in putting up fruit or tomatoes since the early summer.

L. Hing, the manager, is a shrewd

business man, and gives close attention to every detail. The cannery building occupies a space 200x150, and is located very conveniently for railroad sidetracks.

While most of the business consists of exporting, the firm has also a large State trade.

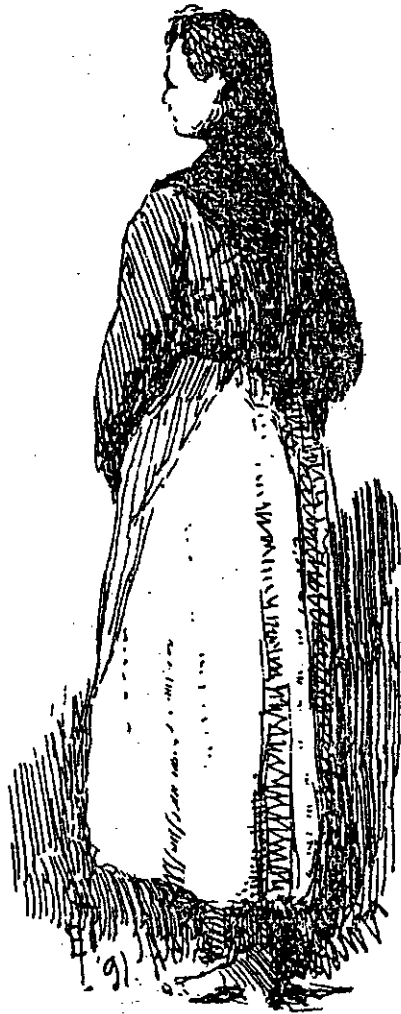
The Pacific Coast Canning Co.'s Buckskin Brand created its brand identity with Buffalo Bill-type symbols of the old West.



Label from Jean Moon Liu's *Lew Hing: A Family Portrait* (2003:11).

An 1891 article on "The Fruit Canning Industry" (*Overland*, Oct., by Charles S. Greene) visited Bay Area canneries for its report. Here it describes a cannery with a mixed work force like that of the Pacific Coast Canning Co.

factory was at a Chinese cannery in a smaller city. As it seemed, full two thirds of the workers were not Chinese, but whites of various shades, both sexes and all ages, a strangely cosmopolitan

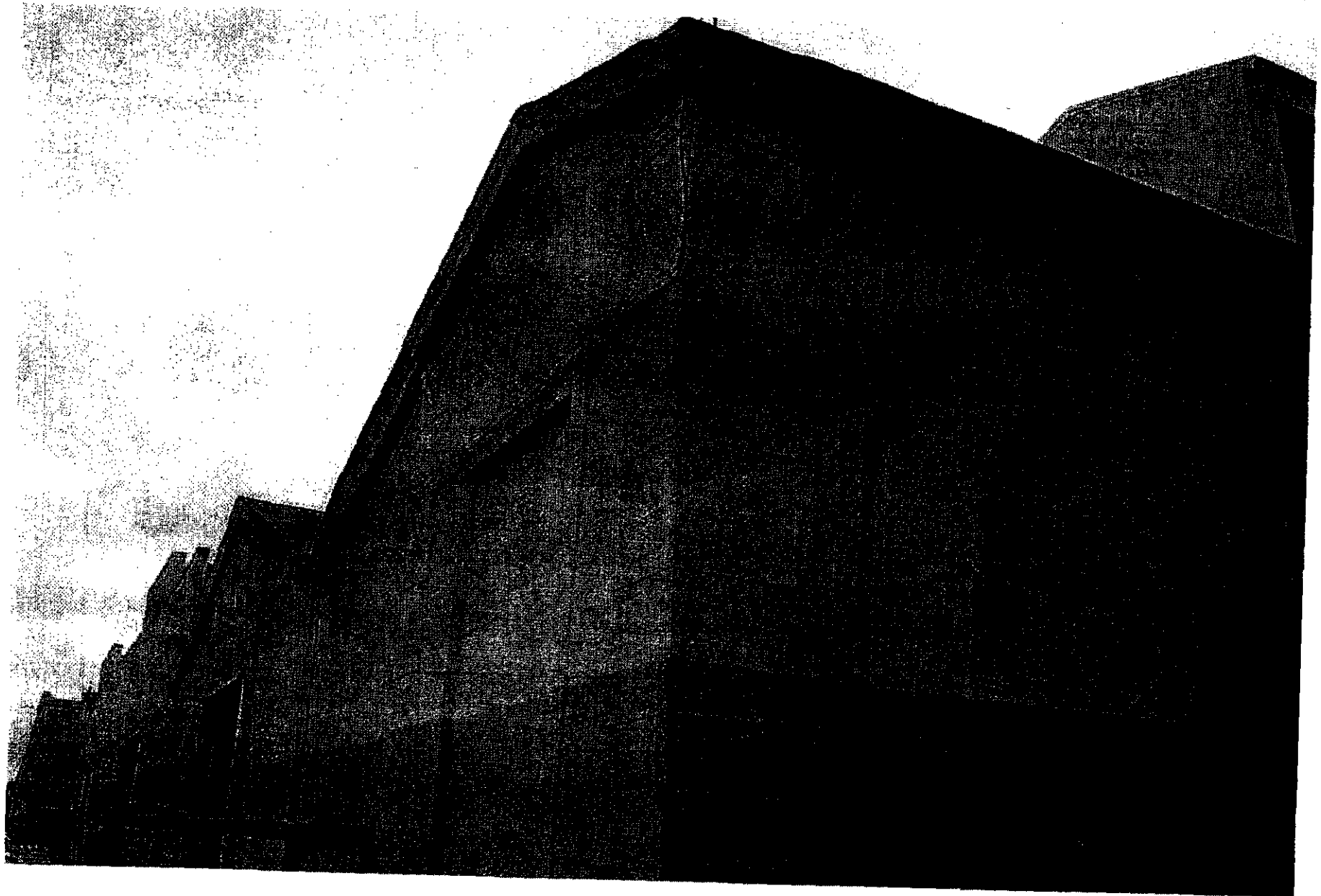


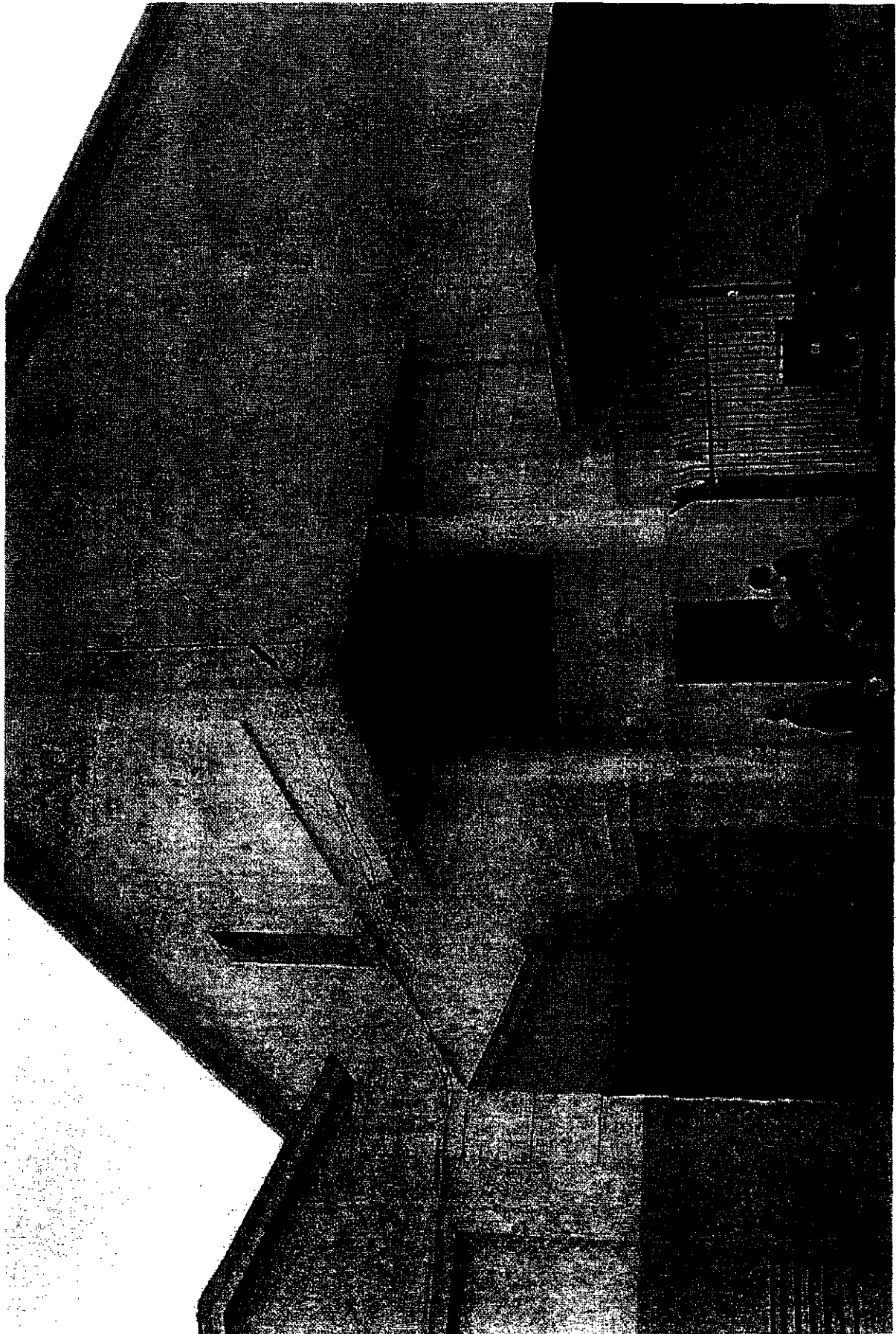
A CANNERY GIRL.

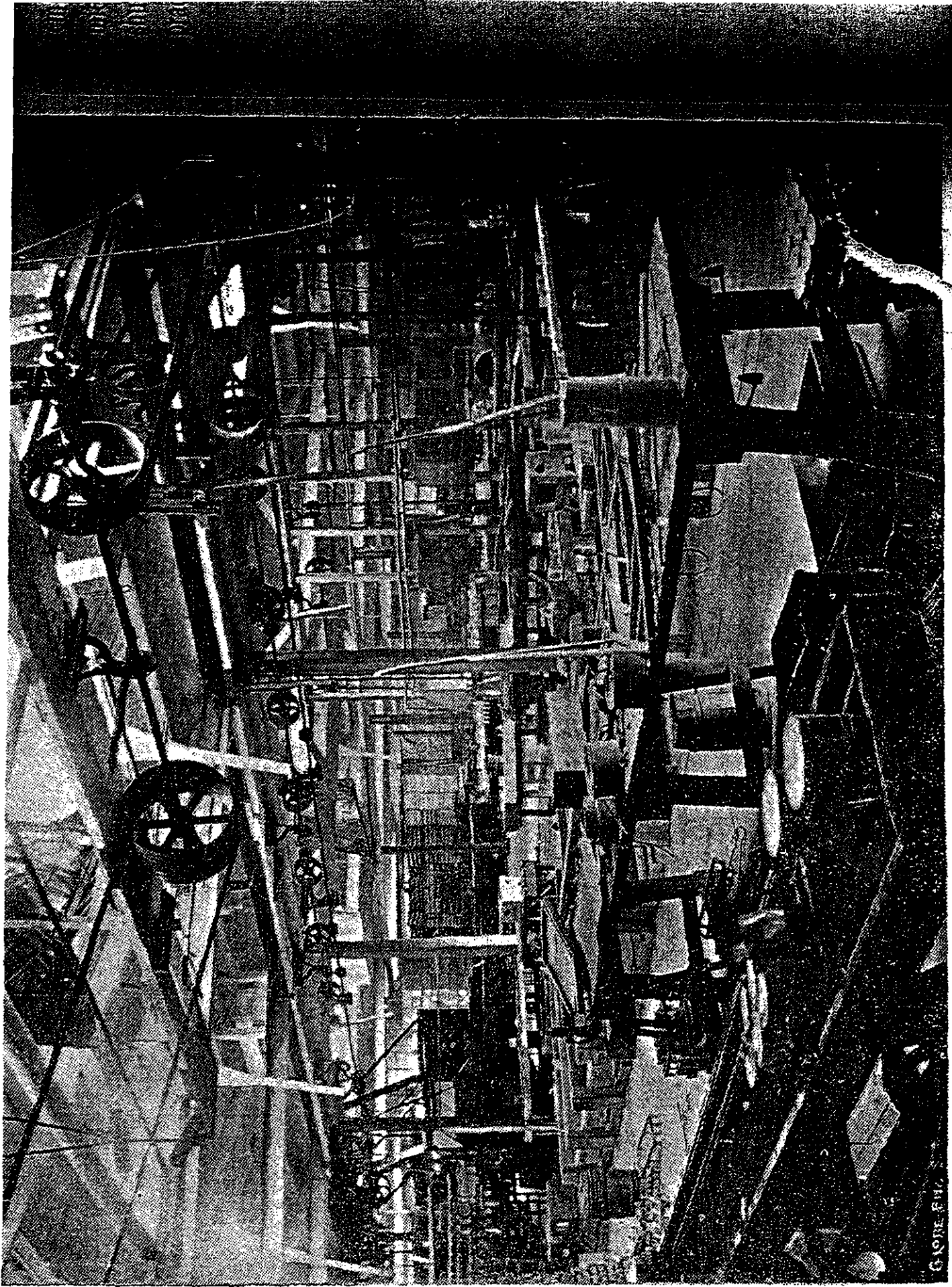
crowd. The work seemed to be running

Name: Cooling-Room_1928.jpg

Sunday, February 27, 2005







G. LOBE, PH.

Photo by Hobbs.

A CANNERY PLANT.

P. 356

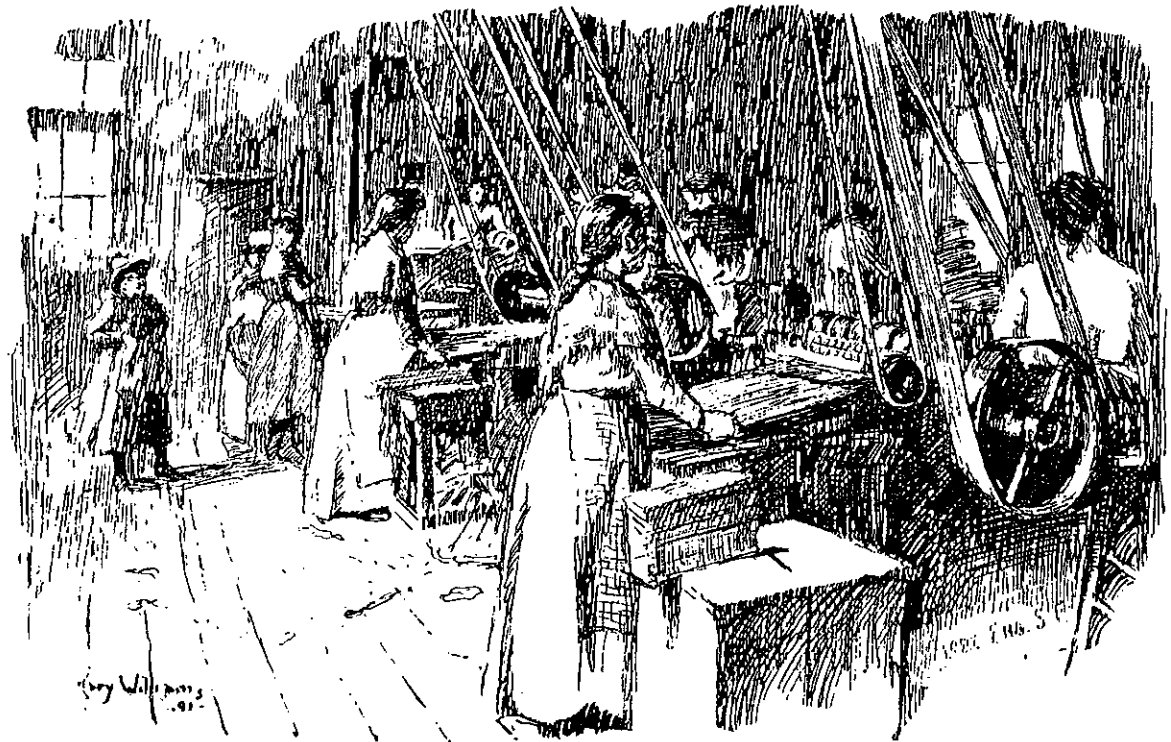
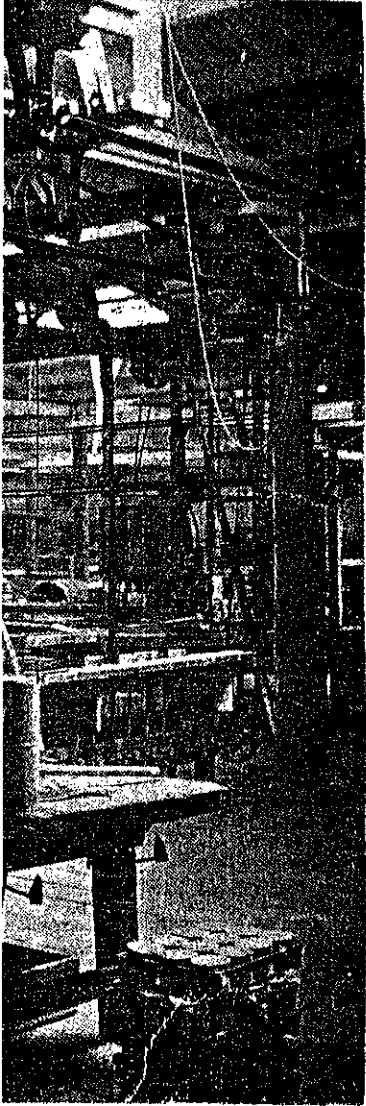
from wheat fields to or-
anneries take the very
rop. This demand has
plemented; it is true, by
ipments of green fruits

ruined by the low prices.

An industry so valuable to our State,
and so invaluable to the world at large,
is surely worthy of a place in the OVER-
LAND'S descriptive industrial articles.

The principle of preserving by exclud-
ing the air is no new discovery; it must
have been understood by the Egyptian
embalmer, when he swathed his mum-
mies in fold on fold of cerements and
shut them up in wooden cases. But the
practical application of this to food for

ifornia demand, which was mostly for
goods in glass, and that of ships bound
on long voyages and fearing the scurvy,
was not increased by any general use
throughout the country of goods in tin
till war times. Then the feeding of
armies in the field, and the general stim-
ulus to production of all kinds, made a
great and lasting development of the
canning business. The Eastern supply
to California was suddenly cut off by the
war, and there was still a great number



MAKING CANS. THE CIRCULAR SHEARS.

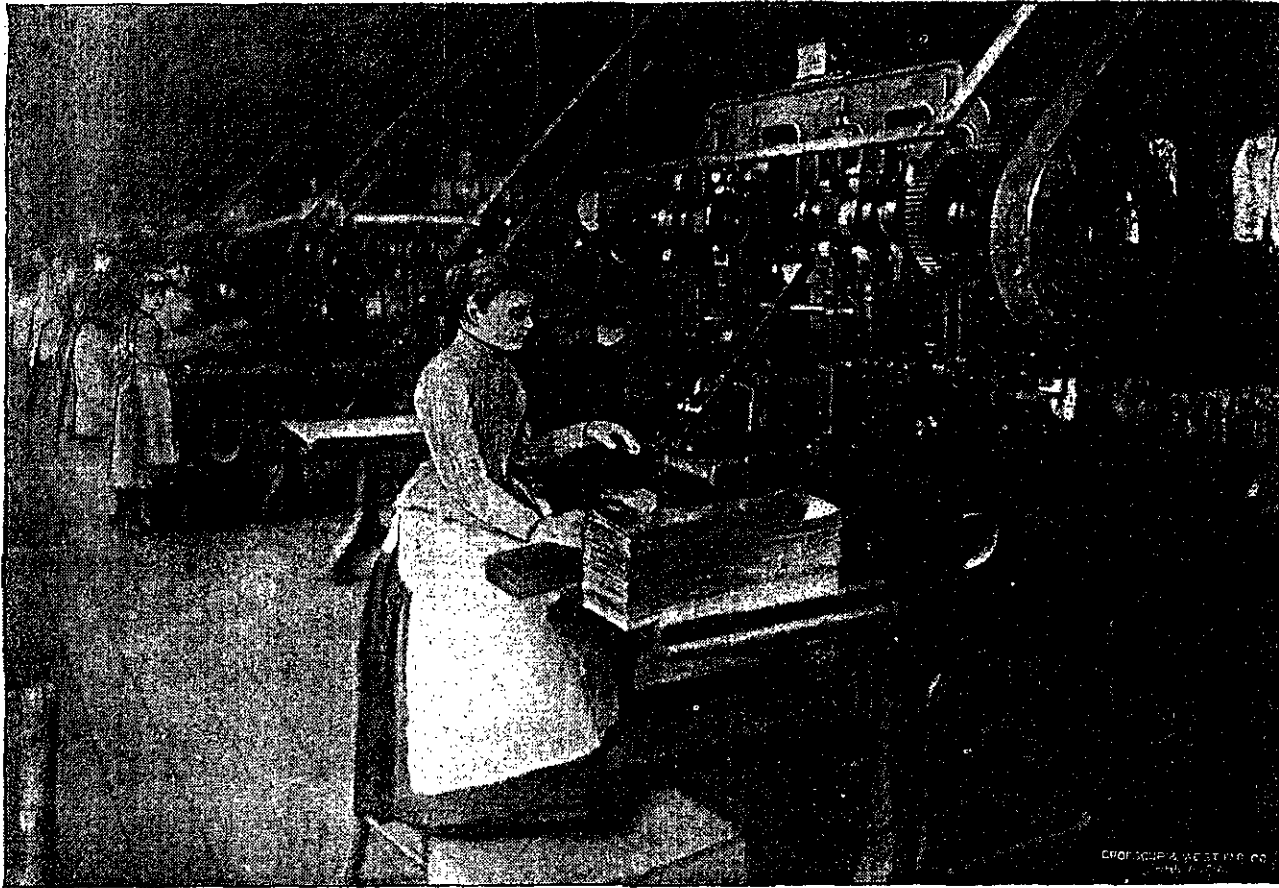


Photo by Sidney M. Smith.

MAKING CANS. FEEDING THE MACHINE



Photo by S. M. Smith.

MAKING

of men at the mines demanding a supply of fruit. But almost the only fruit then grown in the State was that grown around the Bay.

So about this time, the industry was first tried in California. In 1860 a San Francisco firm that had begun on pick-

and cases of canned oysters were shipped to San Francisco in war times, and they sold for eight and nine dollars a case, of two dozen cans. This, with gold at 160 premium, made the returns to the Eastern shipper \$21,000 on the lot

that does nothing else but the three or four standard company can make two fifty thousand cans a day, age capacity for twenty million enter, the first impression of machinery and of rows

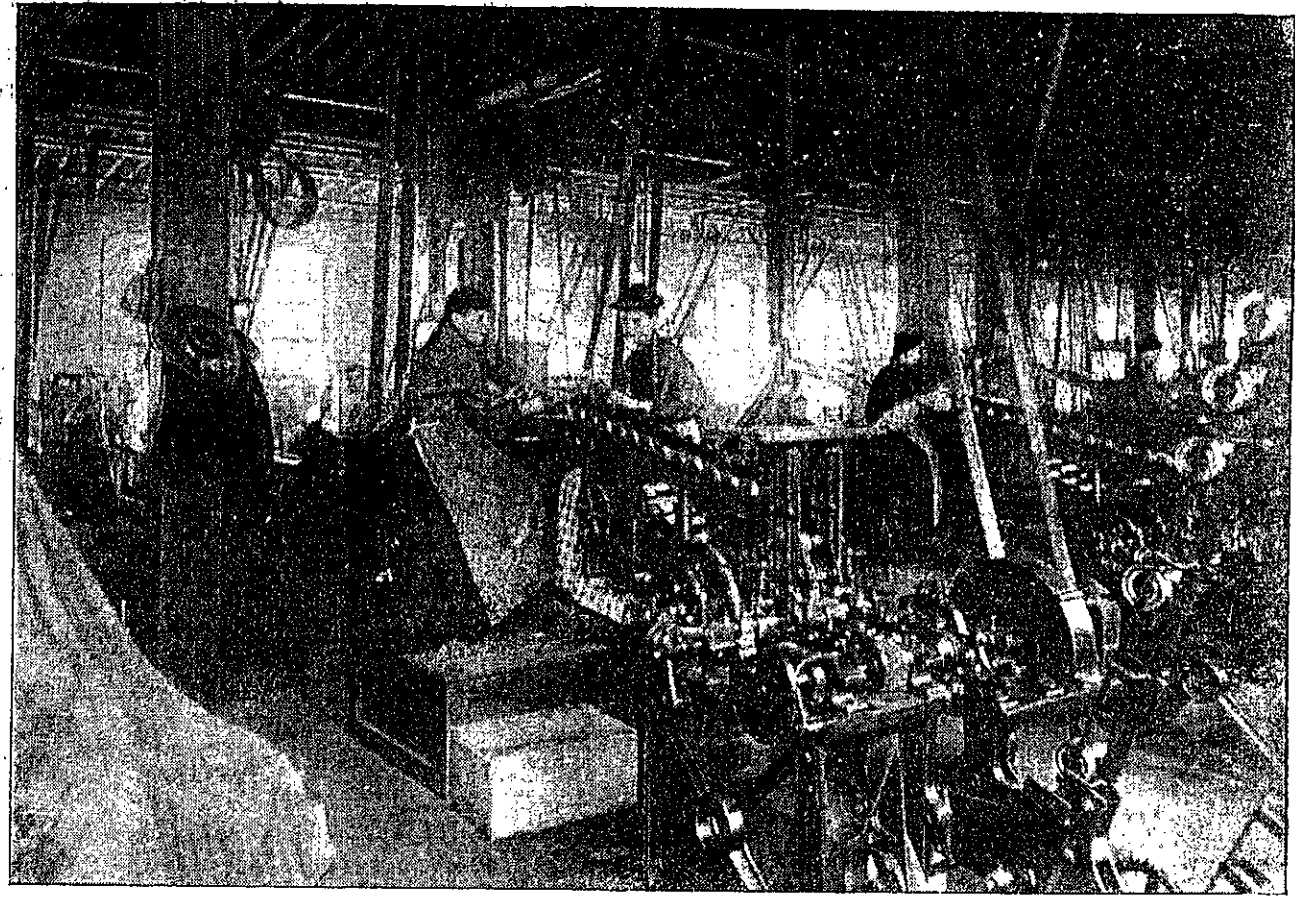
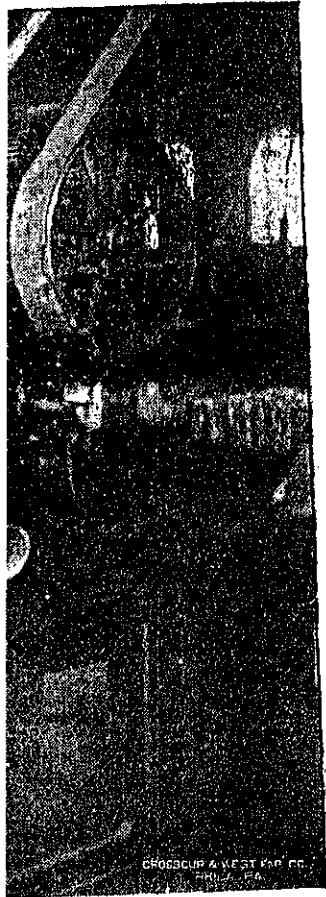


Photo by S. M. Smith.

MAKING CANS. PUTTING IN TOPS AND BOTTOMS.

canned oysters were
 Francisco in war times,
 r eight and nine dollars
 dozen cans. This, with
 nium, made the returns
 shipper \$21,000 on the
 id not last forever, fortun-
 fruit grew more plentiful

that does nothing else but make cans of
 the three or four standard sizes. This
 company can make two hundred and
 fifty thousand cans a day, and has stor-
 age capacity for twenty million. As we
 enter, the first impression is of a maze
 of machinery, and of rows on rows of
 bright, new cans traveling around the
 room, and mounting to the upper story

"I should say so: before the agitation
 the price of tinned plate was \$4.65 a box,
 nominally 1 lb. to the sheet, really about
 108 lbs. to the box of 112 sheets. When
 the McKinley bill was passed, about a
 year before the tin plate provisions of it
 went into effect, the Welsh manufactur-
 ers advanced their prices the full amount
 of the tariff.—up to \$6.60 and \$6.70 a

62
ed, puts them to the cylinder as it comes along, and clamps them on. From this point an endless belt carries the cans up through the ceiling to an upper floor, and delivers them to a new part of the machine, where they are rolled along obliquely, so that the edge is rolled through another little trough of flux and one of solder, thus making tight the top seam. Then the can passes round to the

of air that rise from it. The tester watches closely for these bubbles, and removes every defective can as soon as released from the jaws. The defectives are mended by hand if the trouble is slight, and again put into the tester. In one contract I know of, the can-maker is allowed five defectives in a thousand, and is required to pay the loss occasioned by all in excess of that number.

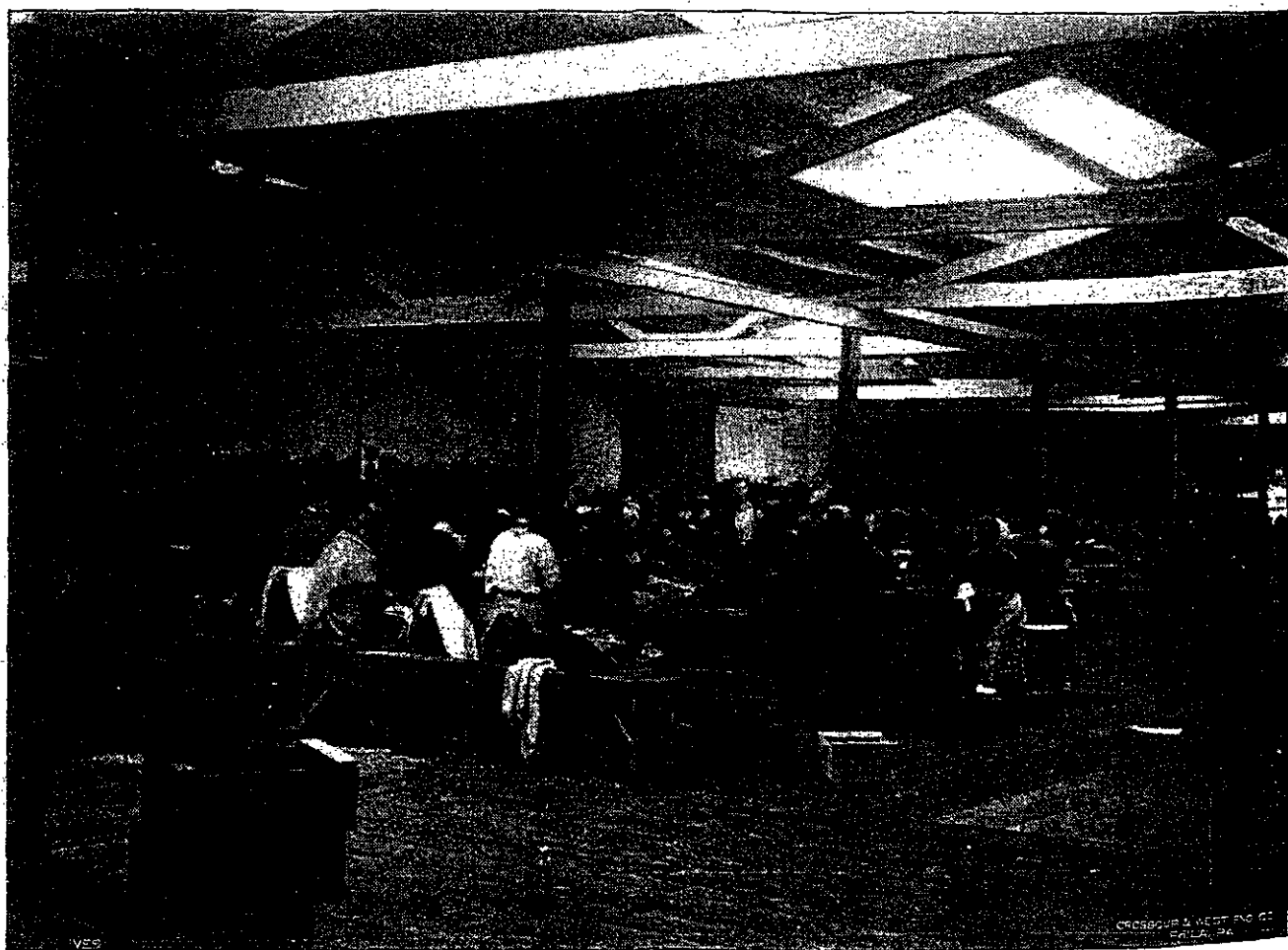


Photo by S. M. Smith.

THE FRUIT CUTTERS.

other side of the machine, and the same process repeated solders the bottom on.

The can is now complete, and it only remains to test it. As it comes from the machine it is caught on another belt and carried across the room to a testing machine. This grasps each can between two jaws, on one of which is a rubber pad that closes the opening at the top of the can. So sealed, the cans pass

From the tester the cans pass on another belt to a chute that rolls them across to the storage warehouse, where they are stacked up or put into crates for immediate delivery. This is frequently made by piling them in regular piles in the freight cars that stand by the door.

The caps are made by dies similar to those that are used for the bottoms.

and
med
and is used -

where much of it is used. **P. 363**

The solder is made on the premises, of lead from Salt Lake, and pig tin from Straits Settlement, Australia, or Banca. Few people think of a tin can as composed of so many and so far-fetched materials, but three quarters of the globe contribute to almost every can made. The solder is rolled into thin ribbons about a foot wide on great spools, which are taken to feed the solder baths at the can machine. This feeding, as everything else about the machine that seems to call for judgment and intelligence, is purely automatic.

every stage of manufacture. of the process is a standard-sized can, perfect in every respect, and far more satisfactory than the hand-made product could be. Standard sizes are: the two and one-half pound can, holding about a quart, the gallon can, the one pound can, and the little half pound or buffet can.

The same principle could be applied, no doubt, to the making of many kinds of tinware, but it requires an enormous demand for just one thing to make it pay to build so elaborate a machine, and the company has resisted all temptations to make anything but standard cans.

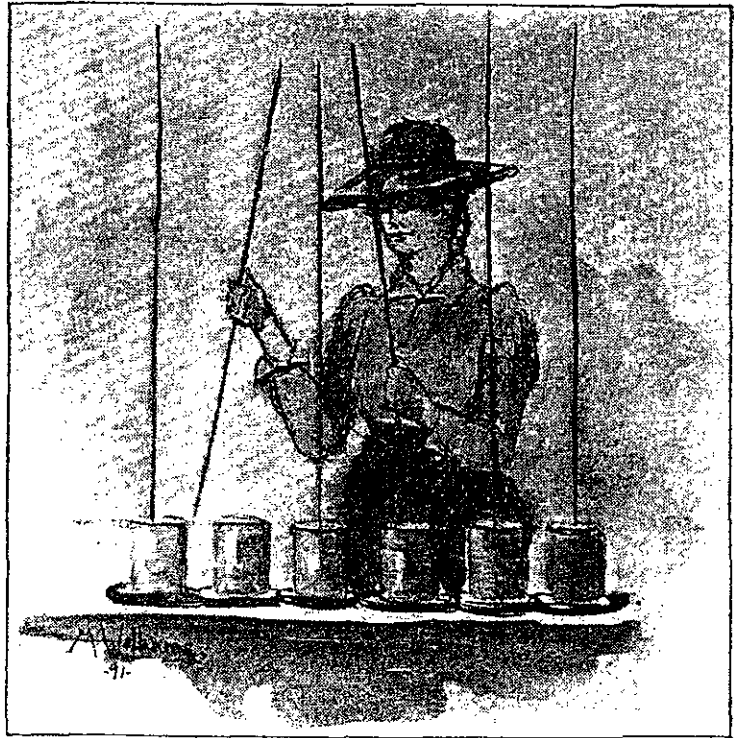


A PACKING TABLE.

n an-
them
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rates
s fre-
gular
by the
lar to
toms,
y are
suffi-
oplica

son Street and other wharves. There in the early morning go the buyers of the canneries and other dealers in fruit, and a very lively market is kept up on the wharf from daybreak till seven or eight o'clock. It is a case where the early bird has decidedly the advantage. At eight o'clock Jackson and Washington streets are often choked up as far as Montgomery with a struggling mass of fruit wagons carrying away the fruit.

The lower price of fruit this year compared with last year causes some friction between canners and growers. In 1890, it will be remembered, the Eastern crop was in many places a failure. This made so large a demand for California fruit that prices went up to high figures. This year the Eastern crop is abundant, and canners were naturally slow to make contracts for fruit at last year's rates. But the grower that has shipped his fruit, without contract, to his commission merchant, in high expectation, and in return has received only the laconic item, "Dumped,"—showing that a temporary glut has caused it to spoil before finding a purchaser,—is apt to seek for other causes than the true ones for this result. He finds it a relief to swear at the "cannery combine" for artificially "bearing" prices. But this "cannery combine," as it is called, a corporation of leading canners, has never had much more than half the pack represented in it, and has as yet done very little. It has had no meeting, I am told, since the fruit season opened, and its members bid as actively against each other as before the combination.



SOLDERING. THE SPOOL MACHINE.

methods are used in every detail of the process, and only so can "Extras" be produced. "Extras" are the highest grades of canned goods, made of the most select fruit, with heavy syrup, and they command a corresponding price. The next grade is "Standards"—the great bulk of the product. Below this are the "Seconds." These are all the grades of "table fruit," but there is, beside, the "pie fruit," as they call fruit put up for cooking purposes, where water is used instead of syrup.

The order of work in California canneries is to begin the season with asparagus, as soon as it becomes abundant, and follow in order with peas, cherries, apricots, peaches plums, pears, the berries, muscat grapes, second crop of strawberries, tomatoes, and so on. In the winter they put up meats, fish, and

and pass into the hands of the sorters. There are two methods of sorting, by hand and by machine. In the most careful cannery I have seen, one where only extras were packed, this sorting was all done by hand. Great care was taken to put in the different piles fruit of exactly the same size and the same degree of ripeness. Below a certain measurement the fruit was rejected altogether, and sent to the dryer.

P.
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“But why are you so particular to have the fruit precisely the same size, when it is all large enough and all equally good?”

“Simply to please the eye. It looks better so; and the eye is harder to please than the taste.”

equally important matter of ripeness.

Ripeness must be determined by hand, and it is surprising how quickly a trained sorter can do his work. A pear is ripe enough to can when it is soft close around the stem, a peach when it is soft on the higher ridge that follows down the edge of the pit. This is the test rather than color or general softness, for it means that the fruit is mel- low at the center, though the skin may yet be green.

The sorted fruit is given by the basket or box to the women at the cutting tables. If it is apricots, five cents a basket is paid for splitting them and removing the pit. If it be pears or peaches, ten to twelve and a half cents is the pay

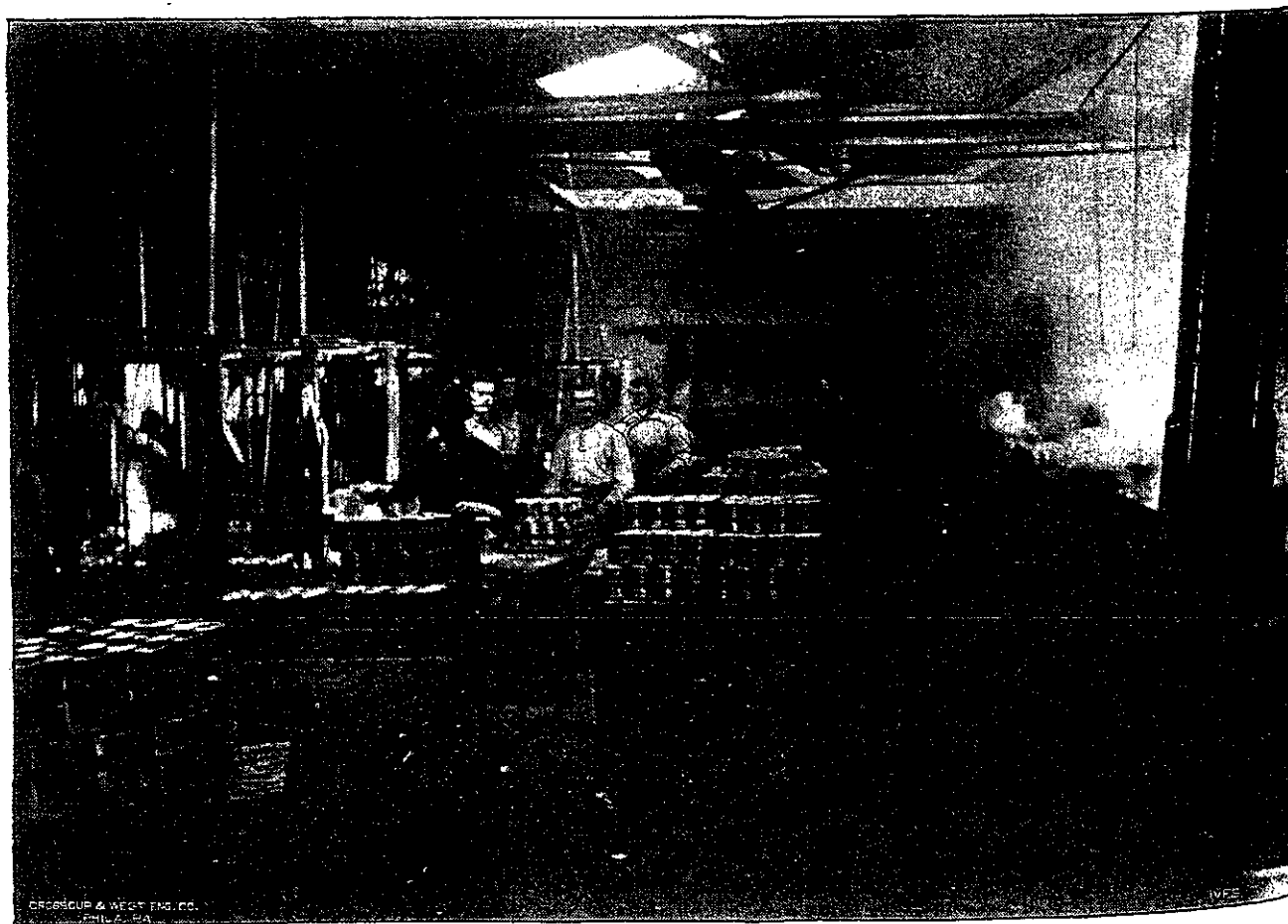


Photo by S. M. Smith.

READY FOR THE PROCESSING.

Charles S. Green (*Overland*, Oct., 1891:372) reports on pay rates at a Bay Area fruit cannery. The foreman asserts "It's a poor woman that doesn't make a dollar and a half a day." Children seemed to have earned less; Green relays "one girl, apparently about thirteen years old," answered her daily wage was one dollar.

At the height of the season help is in great demand, and all persons that apply are taken on, but as the work slacks the poorer workers are discharged, and the permanent force is a picked lot. The women make from three dollars to fifty cents a day at piece work. "It's a poor woman that don't make a dollar and a half a day," said the foreman. Often there are several workers from one family; and where these are good workers, such a household will draw quite a sum of money on Monday night.

"Why do you choose Monday night for pay time?" I asked, thinking that some reply would be made about helping the people to save their money, instead of spending it on Sunday amusements.

But the answer was: "Well, Monday is usually a slack day. No heavy shipments come on Monday morning. And Saturday night they are busy, being obliged to clean up all the fruit on hand, so that it won't spoil."

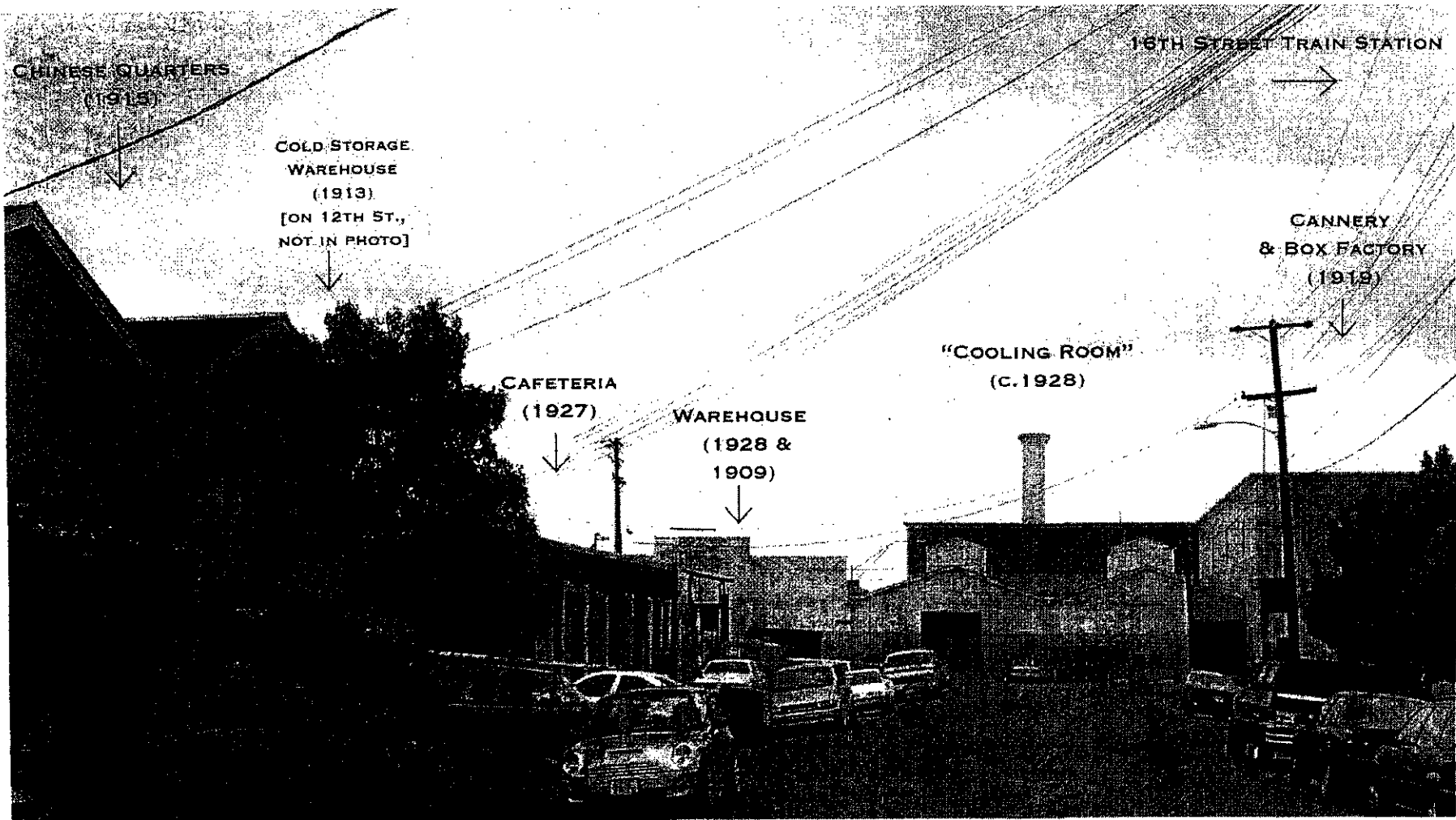
I watched one girl, apparently about thirteen years old, counting out her piece checks behind some boxes, before joining the line at the pay desk. When she knew she was observed she blushed prettily.

"How much can you make in a day?" I questioned.

"Dollar," was the short but sufficient answer.

Many of these workers in the busy season are girls of a very good class, some of them using school vacations to put themselves in pocket money.

"We are very strict with our help," a foreman told me. "At the least ap-



CHINESE QUARTERS
(1913)

COLD STORAGE
WAREHOUSE
(1913)
[ON 12TH ST.,
NOT IN PHOTO]

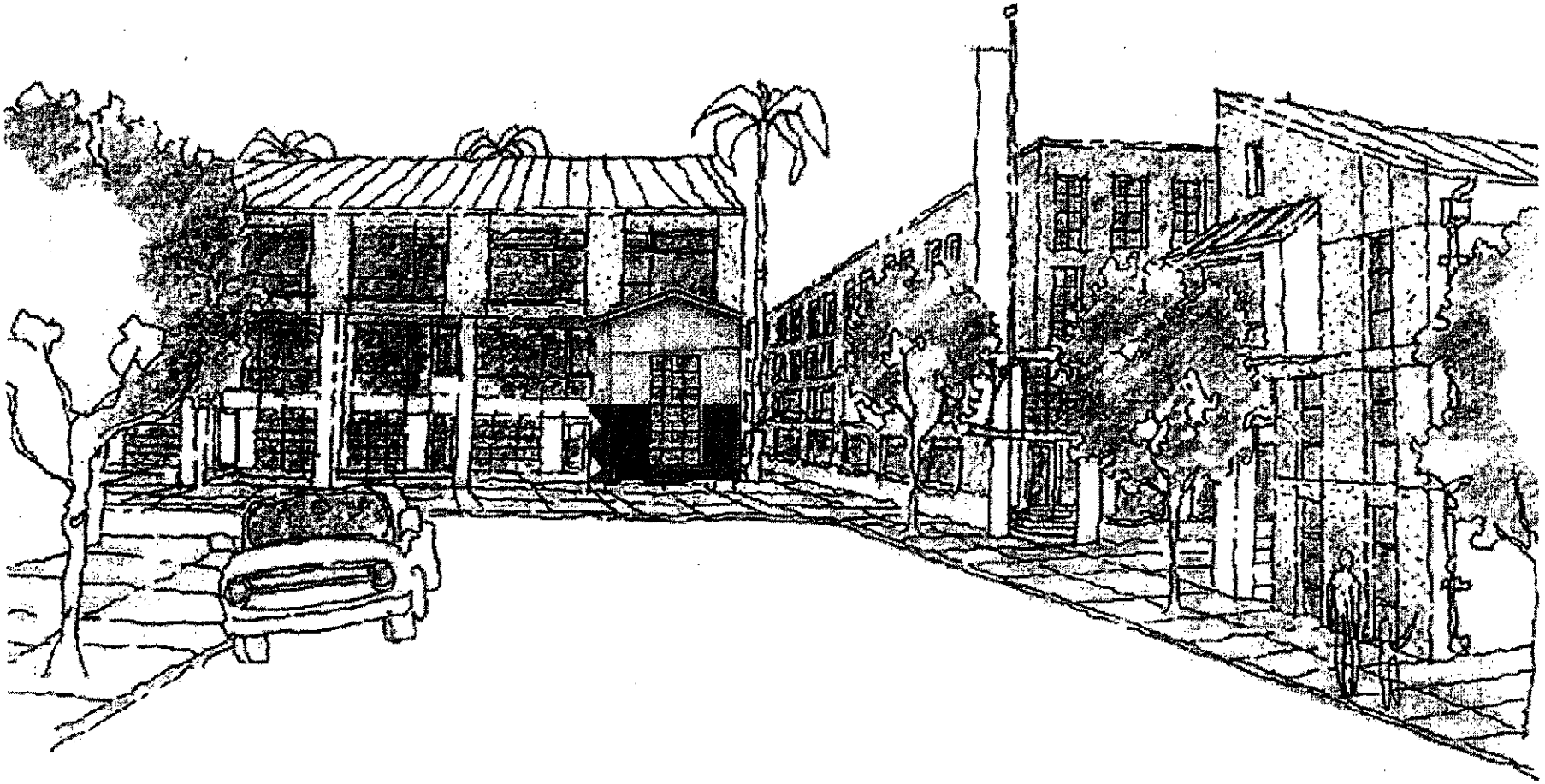
CAFETERIA
(1927)

WAREHOUSE
(1928 &
1909)

“COOLING ROOM”
(c.1928)

CANNERY
& BOX FACTORY
(1918)

16TH STREET TRAIN STATION



Suggestion: Portion of demolished cannery building retained to show what had gone before; new architecture designed appropriate to new use. No false cannery elements introduced. Fragment of genuine cannery building opens into lobby exhibit of cannery artifacts, photos showing previous appearance from that vantage point. This treatment repeated for each cannery building demolished.



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

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Scott Haggerty
(Chairperson)
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Julia Miller

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John F. Silva

SONOMA COUNTY
Tim Smith
Pamela Torfiatt

Jack P. Broadbent
EXECUTIVE OFFICER/VAPCO

Exhibits Received at City Planning
Commission Meeting
Date 3/16/05 Case No. 5 November 10, 2004
Letter 9

Margaret Stanzione
Community and Economic Development Agency
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Subject: Wood Street Project

Dear Ms. Stanzione:

Bay Area Air Quality Management District (District) staff have received your agency's Draft Environmental Impact Report (DEIR) for the Wood Street Project. The project proposes the redevelopment of a series of parcels in West Oakland near the historic Union Pacific Railroad station, totaling approximately 28.6 acres, into individual mixed-use projects. Two project alternatives were evaluated in the DEIR: the "Maximum Residential Scenario" would consist of approximately 1,570 new residential units and 13,000 square feet of neighborhood commercial space; and the "Maximum Commercial Scenario" would consist of approximately 1,084 new residential units and 539,000 square feet of commercial space. On February 23, 2004, we submitted a comment letter to your agency in response to the Notice of Preparation for this DEIR, and we have the following additional comments.

District staff have concerns that the DEIR has not fully addressed all potential air quality impacts of the proposed project. While we support the City's goal of providing urban infill housing near jobs and transit, we urge the City to carefully consider the suitability of each site for new residential development given nearby land uses. The DEIR indicates that many of the Wood Street Project parcels will be rezoned from industrial and commercial uses to allow for residential uses, which could cause potential land use conflicts with nearby existing industrial uses. In addition, the project area's close proximity to the I-880 freeway, a source of air pollution from motor vehicles, was not adequately addressed in the Air Quality section of the DEIR. The siting of sensitive receptors adjacent to existing sources of air pollution has the potential to lead to adverse air quality impacts. In the past, District inspectors have received odor and nuisance complaints from West Oakland residents about industrial sources of air pollution in this area.

Not only can various industrial, commercial and roadway sources create potential odor, dust and nuisance impacts, they can also expose sensitive receptors to criteria air pollutants and toxic air contaminants (such as diesel particulate matter from diesel vehicles on the nearby freeway). The Final EIR (FEIR) should include an evaluation of whether the proposed project will create or exacerbate land use conflicts that would result in adverse air quality impacts. If significant impacts are identified, the FEIR should include mitigation measures, such as development guidelines that orient buildings away from sources of air pollution or appropriate

9.1

Ms. Margaret Stanzione

-2-

November 10, 2004

setback or buffer zones, to mitigate those impacts to a less-than-significant level. The proper dimensions of a buffer zone will depend on a variety of factors, including the nature of the nearby source of air pollution, local topography and meteorology. Restricting residential development within an appropriate distance of sources of air pollution can prevent adverse air quality impacts and protect the health of future residents.

9.1
cont'd

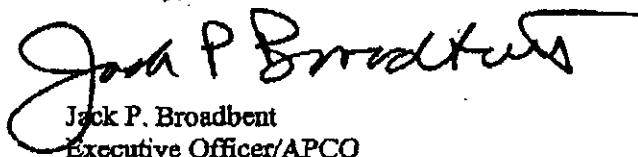
If the City determines that the development sites identified in the Wood Street Project area are appropriate for new housing and will not create land use conflicts that could harm sensitive receptors, we continue to encourage the City to do as much as possible to minimize other air quality impacts.

Construction equipment is primarily diesel powered, and with continuous use, can lead to significant particulate matter emissions. The California Air Resources Board has identified diesel particulate matter as a toxic air contaminant. As stated on p. 3.6-12 of the DEIR, the project could result in increased emissions of diesel exhaust from construction equipment. While we do not typically require lead agencies to quantify emissions from construction activities, we urge lead agencies to require the implementation of all feasible control measures. Some of our suggested mitigations include: use diesel oxidation catalyst or particulate filters on construction equipment; use alternatively fueled equipment (CNG, biodiesel, water emulsion fuel, electric); minimize idling time of equipment; maintain properly tuned equipment; and limit hours of operation of heavy duty equipment. We encourage your agency to require the implementation of such specific measures through future conditions of project approval.

9.2

If you have any questions regarding these comments, please contact Suzanne Bourguignon, Principal Environmental Planner, at (415) 749-5093.

Sincerely,



Jack P. Broadbent
Executive Officer/APCO

JPB:SB

- cc: BAAQMD Director Roberta Cooper
- BAAQMD Director Scott Haggerty
- BAAQMD Director Nate Milcy
- BAAQMD Director Shelia Young
- Margaretta Lin, East Bay Community Law Center

9. Jack P. Broadbent, Executive Officer/APCO, Bay Area Air Quality Management District

9.1 Please refer to the land use section of the Draft EIR, page 3.2-6, regarding land use compatibility issues. As discussed in the air quality section of the Draft EIR (Section 3.6), although the Project has the potential to generate significant amounts of PM₁₀ (particulate matter 10 microns or less in diameter) during construction, the Project would not generate significant amounts of criteria pollutants or odors after completion of construction activities. Regarding the potential of the existing industrial uses and roadways to affect new residences created as part of the Project, this concern is not an adverse physical effect that would result from implementation of the Project. Rather, the presence of air pollutants and odors around the industrial uses and roadways is an existing condition and one that affects the surroundings, regardless of whether the Project is approved.

Placement of a new residential land use into an industrial area is a land use policy choice that must be made by the City Planning Commission and Council.

9.2 The commentor claims that the Bay Area Air Quality Management District encourages lead agencies to implement all feasible control measures to reduce construction-related air quality impacts. Please refer to "Construction Emissions" in Master Response 3 for a discussion of measures suggested by the District.

Stanzione, Margaret

From: Margaretta Lin [margarettalin@ebclc.org]
Sent: Tuesday, March 15, 2005 5:32 PM
To: Mark McClure (E-mail); Colland Jang (E-mail); Nicole Franklin (E-mail); Nicole Franklin (E-mail 2); Clinton Killian (E-mail); Suzie Lee (E-mail); Michael Lighty (E-mail); Anne Mudge (E-mail)
Cc: Nancy Nadel (E-mail 2); Amanda Brown-Stevens (E-mail); Claudia Cappio (E-mail); Margaret Stanzione (E-mail); Adam Gold (E-mail); Monsa Nitoto (E-mail); Margaret Gordon (E-mail); Barry Luboviski (E-mail); Sharon Cornu (E-mail); Wendali Chin (E-mail)
Subject: Planning Commission Hearing on Wood Street Project



Wood St PC
hearing 3.16.05.pdf.



Coalition Proposal
for Wood St...

Dear Planning Commissioners:

On behalf of the 16th & Wood Train Station Coalition, we wanted to provide you with information to inform your decision-making on the Wood Street Project:

Coalition recommendations on the action items before you Coalition proposal on mitigations on the impacts of the project and community benefits

We also wanted to thank you for encouraging the developers to meet with Coalition members. There have been meetings between the developers and labor members of the coalition to discuss prevailing wage issues. We are looking forward to scheduling a time with the developers to discuss the affordable housing and other issues.

Best,

Margaretta Lin

Margaretta Lin
Director of Community Economic Development
East Bay Community Law Center
3130 Shattuck Avenue
Berkeley, CA 94705
510-548-4040, ext. 316
510-548-2566 (fax)
margarettalin@ebclc.org

**THE 16TH & WOOD TRAIN STATION COALITION'S
PROPOSAL FOR FAIR MITIGATION TO COMMUNITY
IMPACTS OF PROPOSED WOOD STREET
DEVELOPMENT PROJECT**

MITIGATING:

- ◇ ENVIRONMENTAL HARMS
- ◇ GENTRIFICATION AND INDIRECT DISPLACEMENT
OF LOW-INCOME WEST OAKLAND RESIDENTS

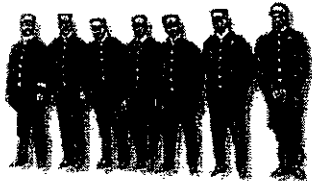
PREVENTING:

- ◇ DEMOLITION OF AN AMERICAN AND
AFRICAN AMERICAN CULTURAL LANDMARK
- ◇ FISCAL BURDENS ON OAKLAND TAXPAYERS

ACHIEVING:

- ◇ BASIC HUMAN NEEDS OF OAKLAND'S FAMILIES

**16th & Wood
Train Station
Coalition
2485 W. 14th St.
Oakland, CA 94607
510-763-5877**



Members

7th Street Parent Leadership
Engagement Academy

A. Phillip Randolph Institute

Alameda County Central Labor
Council

Asian Pacific Environmental Network

BACSIC

Brother's Keeper

Building and Construction Trades
Council of Alameda County

Coalition for West Oakland
Revitalization

East Bay Alliance for a Sustainable
Economy

East Bay Community Law Center

East Bay Housing Organizations

West Oakland Environmental
Indicators Project

Just Cause Oakland

Lovell Foundation

Men of Valor

Oakland Artists

Oakland Tenants Union

Pacific Institute

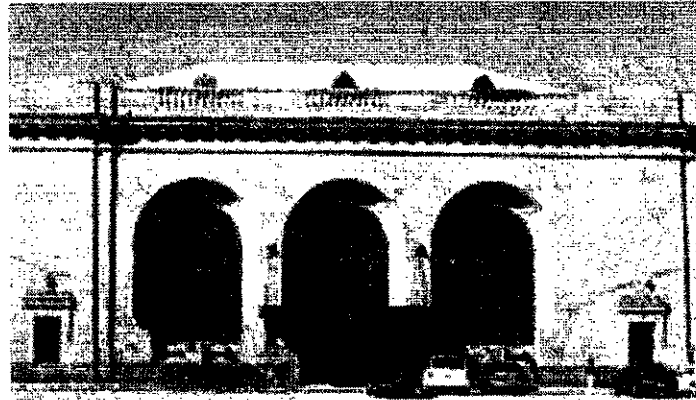
SEIU Local 616

Sierra Club, Bay Area Chapter

St. Mary's Center

Urban Habitat

Urban Strategies Council



**The Wood Street Development Project is Unfair to West Oakland
16th & Wood Train Station Coalition--"Nobody has to be a Loser here."**

West Oakland renters, homeowners, historic preservationists, and labor, environmental, and affordable housing organizations seek development that is fair, respects cultural history, and benefits *all* local residents. The Wood Street Project ("Project"), as currently planned, fails to live up to those basic criteria. Instead, the Project divides the West Oakland community into "Winners" and "Losers"--in the City of Oakland's own terms. The Coalition's vision for the development project would mitigate the negative impacts of the Project, result in community benefits, and turn "Losers" into "Winners."

- ❖ Full preservation of the landmark Train Station; retention of the baggage wing, vital to preserving the history of the Brotherhood of Sleeping Car Porters. Community ownership and operation of the Train Station as a living museum and economic enterprise.
- ❖ Inclusion of affordable housing units in one of the largest housing developments in West Oakland's history to ensure mixed income, desegregated housing opportunities and prevent known displacement of low-income residents.
- ❖ Construction and permanent jobs for West Oakland and Oakland residents. Fair wages and adequate protections for workers through prevailing wages.
- ❖ Mitigation of environmental impacts created and/or exacerbated by the Project for a cleaner and healthier West Oakland.

| | | |
|------------------------------|--|--|
| <p>ENVIRONMENTAL IMPACTS</p> | <ul style="list-style-type: none"> • Asthma crisis in West Oakland will be exacerbated by diesel emitting construction trucks. • Toxins in the land will not be properly cleaned up for residential use, especially by vulnerable populations, i.e. children. • Public services, such as police, fire department, sanitation and water systems, will be overburdened by a 35-40% new population growth. | <ul style="list-style-type: none"> • Construction emissions and dust exacerbating asthma crisis will be minimized. • Hazardous materials will be cleaned up to residential standards. • Construction will be monitored by the most effective remediation monitoring agency. • Traffic and park impacts will be addressed. |
| <p>ENVIRONMENTAL IMPACTS</p> | <ul style="list-style-type: none"> • Gentrification in West Oakland will be exacerbated by this Project. • This Project will result in indirect displacement of low-income, vulnerable West Oakland residents. | <ul style="list-style-type: none"> • Developers will still make substantial profit from the Project. • 450 low to moderate income families will be able to reside in the new housing development. • All residents of the Project will benefit from inclusion and desegregation. |
| <p>ENVIRONMENTAL IMPACTS</p> | <ul style="list-style-type: none"> • Currently there are no guarantees that the Developers will hire local residents for the construction or post-development commercial jobs. • Lip service and/or good intentions today may not translate into future development partners' adherence tomorrow. | <ul style="list-style-type: none"> • Oakland and West Oakland residents will have the guarantee of well paying construction jobs, entrance into apprenticeship positions and permanent commercial jobs. • Construction workers will be guaranteed a fair wage and worker protections under prevailing wages. |
| <p>ENVIRONMENTAL IMPACTS</p> | <ul style="list-style-type: none"> • The fate of the Train Station is uncertain with no feasible reuse and preservation plan in place. • The baggage wing which is critical to the telling of the history of the Porters who worked in that wing will be demolished. • Demolition of the baggage wing jeopardizes National landmarks status and federal renovation funds. | <ul style="list-style-type: none"> • The baggage wing will be preserved and utilized for historic education and display. • Cultural programming will preserve the African American and multiracial history of the Station. • Restaurant/shop and museum will provide local jobs and fiscal sustainability. • The Train Station will be renovated and reused as a national cultural center. |

➤ The Project will change the face of West Oakland forever--how it gets developed will have irrevocable large-scale impact.

- The Project's 1,557 market-rate only housing units constitutes one of the largest development in West Oakland's history; accounting for 64% of all new housing development in West Oakland from 2000 to 2010 and 35-40% of all new future population growth in West Oakland (bringing in 2,579 to 3,414 new residents).
- The Project fails to meet the local objectives of mixed income residential development, local hiring, and prevailing wage, as enshrined in city-wide and West Oakland specific land use plans.
- As a society, we value desegregated communities. A 2 bedroom market-rate condo in West Oakland is not affordable to any African-American families currently residing in West Oakland.³

➤ The Project will demolish parts of the landmark Train Station and other important historic structures --Bea's Hotel and the Pacific Coast Cannery.

- Partial demolition will jeopardize the Train Station's ability to be registered as a National Landmark and qualification for federal tax credits needed for renovation.⁴
- The baggage wing and platform, slotted for demolition, are vital to the Community Coalition's plans for educational and workforce development reuse plans.

➤ The City's report acknowledges that the Project will result in the displacement of low-income residents from West Oakland, but fails to adequately study the details of this displacement or mitigate for it through affordable housing requirements.

- In a rush to build, the City has failed to adequately study and mitigate the negative impacts of this development project, even failing to address how this Project will exacerbate the asthma crisis in West Oakland.
- City staff and consultants hired by the developers have failed to study the alternatives proposed by the Coalition, most of which are commonly implemented as standard development practices in other cities (i.e. inclusionary housing, local hiring, prevailing wage).

³ The average market rate 2 bedroom condo sales price in West Oakland in Spring 2004 was \$372,948. A household income of at least \$104,764 is needed to purchase a condo of that price. See East Bay Community Law Center's Report on Oakland's Condo Conversion Policy (2004).

⁴ See 3/14/05 Letter from Oakland Heritage Alliance.

- **Oakland taxpayers will pick up the tab for the developers unless they commit to building affordable housing.**
 - Under state redevelopment laws, the Wood Street Project generates an affordable housing obligation for the City of Oakland that the City is entitled to pass onto the developers (an obligation of 234 to 468 units, at a cost of over \$9.5 million).
 - The failure to ask the developers to share this burden forces the City to undertake an even more burdensome affordable housing obligation at its own cost--an obligation that the City cannot afford and should not have to bear.
 - All other Bay Area cities pass the cost of meeting these state requirements onto private developers, knowing that their profit margins can absorb these costs, as well as utilize available incentives (i.e. state density bonus laws) and subsidies (i.e. tax credits or tax increment funds).

- **The Developers seek to take public subsidies and remove themselves from following local and state laws--local hiring and prevailing wage requirements and state affordable housing requirements.**
 - By waiting to take the public subsidy for the train station renovation until after most of the housing construction is completed, the developers are attempting to remove themselves from the local and state requirements that are triggered by public subsidies.
 - The Developers benefit from treating the Project as one project for the City approvals process, but want to treat it as separate and independent projects to get out from under following local and state laws.

- **The Developers' claims that they can't fully preserve the Train Station or provide affordable housing appear to be based on faulty and inflated assumptions of land value.**
 - Based on a preliminary historical review of the city tax assessor data and reports provided by the developers, the recent property transactions which have only occurred *among the Wood Street developers* have resulted in 200-300% increases in assessed values in the absence of property improvements or changes in zoning entitlements.
 - Appraisals of land value, assuming current status of conditions and entitlements, are necessary for an accurate assessment of the feasibility of the Train Station preservation and inclusionary housing provision. The City should be asking for independent appraisals in order to verify accurate fiscal feasibility.

HAZARDOUS MATERIALS

- ◇ The cleanup process must include adequate environmental safeguards, including those adopted for the South Prescott Park cleanup. These safeguards were the product of extensive collaboration between the West Oakland community and the Department of Toxic Substances Control ("DTSC") and CALTRANS and should be incorporated.
- ◇ Develop and release a Project cleanup plan as an attachment to the FEIR. The FEIR should not be approved without a Project cleanup plan specifying what cleanup methods will be used, how the methods will be implemented, when they will be implemented, and who will conduct the cleanup (e.g. dirt removal should be performed by a hazardous waste removal company rather than a normal contractor). Confirm that the Project will be cleaned up to residential standards and that this standard is safe for children to live and play on the Project.

AIR QUALITY

- ◇ Construction dust mitigation measures should be based not on the size of the construction project, but on significance thresholds, following the example of the Sacramento AQMD. Actual dust emissions should be monitored through the use of air monitors at the Project.
- ◇ Project grounds and streets surrounding the project should be watered at least 8 hours a day.
- ◇ Construction should be conducted so as to minimize diesel emissions. The following steps should be taken to insure minimal diesel emissions:
 - Use on-Project power rather than diesel generators.
 - Use the newest trucks and other diesel equipment available to the contractors performing work on the Project.
 - Retrofit old equipment by installing oxidation catalysts or diesel particulate filters.
 - Use lower emissions diesel fuel such as biodiesel and water emulsion fuels.
 - Convert operations (e.g. hoists and lifts) to alternative fuels such as natural gas or alternative power sources such as electricity.
- ◇ Developers should pay impact/mitigation fees to start an asthma clinic to treat asthma patients in West Oakland.

CONSTRUCTION MONITORING & EMERGENCY MEASURES

- ◇ A community participation plan for working to minimize environmental impacts of construction should be drafted and released immediately by the lead remediation monitoring agency and developers.
- ◇ The DTSC should be assigned as the lead government agency for Project remediation and monitoring. A Consultative Working Group of all relevant monitoring agencies, per the Project Designation Committee's instructions and the DTSC's request, should also be formed.
- ◇ The West Oakland Air Toxics Collaborative should be chosen as the community advisory group to the lead remediation agency. The developers and contractors should join WOATC and regularly attend its meetings.
- ◇ The lead remediation agency should have a dedicated community liaison to whom the community can turn to have their concerns heard and addressed as soon as possible.
- ◇ The lead remediation agency should schedule regular Environmental Community Meetings throughout construction to provide information on the monitoring of air quality, lead and other toxics in the land, and the water table.
- ◇ The lead remediation agency should issue weekly newsletters updating the community about construction activity on the Project and air quality levels.
- ◇ Daily soil toxicity tests should be conducted and community members warned of toxic conditions, as in the South Prescott Park remediation. Community members should be hired and trained to conduct these tests and warn neighbors.
- ◇ Air monitors should be installed on the Project and checked regularly. The community should be appraised of the results on a frequent and regular basis.
- ◇ An emergency response plan should be developed and released before the FEIR is approved. Similarly, a warning signal for toxic air quality should be developed and released before the FEIR is approved.

TRAFFIC

- ◇ The developers to pay an impact fee to expand AC Transit bus routes that will be impacted (buses 13 and 19) through West Oakland.
- ◇ The developers to create a dedicated BART shuttle like the Emery-Go-Round for development residents and the rest of the community with wage and benefit standards including pension that are on a level playing field with AC Transit and BART workers.
- ◇ The developers should pay an impact fee to put in sidewalks, crosswalks, speed bumps and stop signs all the way around Raimondi Park.
- ◇ The developers should study and hold community hearings on the circulation problems stemming from this project in conjunction with the new base conversion reuse and mitigate appropriately.



The poverty rate in West Oakland is one of the highest in the Bay Area. While affordable housing exists in West Oakland, there is not nearly enough for all the families who need it. For example, about 3,500 low-income households in West Oakland are currently in need of affordable housing.⁵ The City's own report concludes that the Wood Street Project will exacerbate gentrification in West Oakland and cause the displacement of low-income residents. The Coalition Proposal to meet the community needs and mitigate the project's harms is based on the 30% affordable housing production requirement pursuant to State redevelopment law for private projects that receive some public subsidy⁶ or meet their affordable housing obligations offProject.⁷ State redevelopment laws also requires that 40% of those units be made available for very-low income residents.⁸

Unit Mix

- ❖ The development should have 600 rental units and 900 for-sale or an amount in that proportion (1/3 rental, 2/3 for sale). By having more rentals, more people in West Oakland will be able to afford to live here.
- ❖ The rental and for sale housing should be 10% 3-4 bedroom units so families can live in the development. The affordable housing should be 30% 3-4 bedroom units.

Affordability

- ❖ 30% of all the housing should be affordable to a range of low income and very low income families.
- ❖ See chart for more information.
- ❖ In addition, 10% of the remaining units should be set aside for Section 8 recipients. These units will be made available for market rate rents, but will be offered to residents on Section 8 as long as vouchers are available from Housing Authority.

Length of Affordability

- ❖ The affordable rental housing in this development should be affordable for at least 99 years and the homeownership in perpetuity utilizing deed restrictions.

West Oakland Residents First Preference

- ❖ To the extent the law allows, West Oakland residents should be given preference for the housing.

Loan qualification training and preparation will be subsidized to ensure that a large pool of local residents will qualify to purchase homes.

⁵ West Oakland Data Book, Urban Strategies Council, Attachment to DEIR Comment Letter of Jeremy Hays.

⁶CA Health & Safety Code §33413(b)(1). We have heard interest expressed by the Developers in receiving some public subsidy for the possibility of providing affordable housing.

⁷Id. at §33413(b)(2)(A)(ii).

⁸ Id.



The Developers should follow local requirements and standard practices that support fair jobs for Oaklanders.

Prevailing Wages

- ❖ All jobs created as a consequence of construction on this Project should meet prevailing wage standards. A Project of this size, without wage standards, will destabilize local Area Wage Standards and dramatically increase the use of out of area workers paid low wages without benefits. This will then increase the demand on local social services paid for by local tax dollars. The City of Oakland's prevailing wage standards should be enforced.

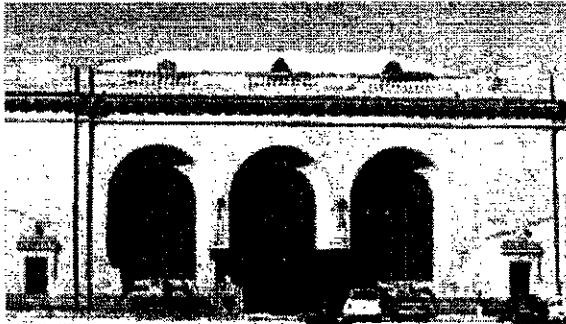
Local Hiring & Apprenticeship

- ❖ The current City policy for its Local Employment Program is that 50% of the work hours must be performed by Oakland residents (on a craft by craft basis), and a minimum of 50% of new hires must be Oakland residents. A contractor must achieve the goals or secure an exemption from the City.
- ❖ The City of Oakland requires 100% of all apprenticeship hours be performed by Oakland residents. This should include specific plans to recruit and employ West Oakland residents into entry-level apprenticeship positions.
- ❖ The Developers should work with West Oakland and other groups to facilitate West Oakland residents to receive the new hires and apprenticeships.
- ❖ The Developers should pay for the City's monitoring of the local hiring goals.

Permanent Jobs

- ❖ Long-term jobs created as a consequence of this Project, such as landscaping, security and other positions, should be set at the City of Oakland's living wage standard with a preference to hire West Oakland and then Oakland residents, respectively.

THE 16TH & WOOD TRAIN STATION IS ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES AND FEDERAL RENOVATION FUNDS.



The 16th & Wood Train Station is eligible for the national registry. Demolition of the historic Baggage Wing not only denigrates the history of the Porters but also jeopardizes the ability of the Train Station to receive this national honor and attendant federal renovation funds.

FULL PRESERVATION

- ◇ **The Baggage Wing should not be demolished for historical, practical, and cultural reasons.**
 - **Historical Integrity:** Any destruction of the Baggage Wing will reduce the historical integrity of the Train Station and compromise the Station's eligibility to register with the National Registry of Historic Places and subsequently receive federal renovation funds.
 - **Practical Functionality:** The Baggage Wing is necessary to provide 1) office space to support the Main Hall activities and 2) museum space to display and preserve original artifacts. Since the Baggage Wing the only original enclosed space where temperature, lighting, and security can be completely controlled, is the only place where historical artifacts can be properly stored and displayed.
 - **Cultural Significance:** The African-American history of the Train Station is tied into the Baggage Wing. During segregation times, African-American workers at the Train Station (i.e. porters, Redcaps, dining car waiters) were forced to mainly work and respite in the Baggage Wing.
- ◇ **The Elevated Tracks and platform should not be demolished because of historical accuracy.**
 - The tracks and platform are central to preserve the look and feel of the historic Train Station. Without tracks, much of the story of the Train Station is lost.

REHABILITATION

- ◇ **The Train Station should be restored fully,**
- ◇ **The design should be inviting and include plenty of seating inside and outside.**

HISTORICAL REUSE

- ◇ **Original Artifacts should be displayed in the Baggage Wing.** These artifacts would include:
 - Statutes of Pullman Porters
 - Original Train memorabilia
 - Photographs that depict Train Station history from the 1940's on
- ◇ **Visual displays, photographs, and films should be exhibited in the Main Hall.**
 - Visual displays - about the Pullman Porters, the historical importance of the Train Station.
 - Film Room - would screen documentary films about the Train Station or other films that commemorate African-American history.

- Oral History Exhibit – videotapes of elders in the community telling stories about the Train Station
- ◊ **An authentic Pullman Car should be displayed on the out-of-service Train Tracks.**

CULTURAL REUSE

- ◊ **There should be a variety of cultural programming going on in the Main Hall/Baggage Wing that commemorates and preserves the African-American and multi-racial history of the Train Station.**
 - Theatrical Reenactments: of original uses of Train Station (Shows that would go on in the Main Hall)
 - Tours: of the Main Hall, Baggage Wings, and other buildings on property (Pacific Coast Cannery)
 - Community Space – local groups should be able to use the space for meetings, events, programming
 - Trolley Tour – Train Station should be one stop on a historical tour of Oakland that is given on a (track-free) trolley with wheels. This is an inexpensive way to give the feel of being on a old trolley without the cost of putting in the lines.
 - Musical performances in the Train Station
 - Movie showings/concerts in the Plaza

ECONOMIC REUSE:

- ◊ **Businesses**
 - Restaurants should have a local presence and/or be small businesses.
 - Restaurants/shops should hire local residents.
 - Rental Space: weddings, banquets, meetings, etc.
 - Potential rail reuse and housing of train cars for rail enthusiasts.
- ◊ **Revenue from Programming/Tourism**
 - Museum Entrance Fees, tours
 - Rental Space – Main hall could be rented for meetings, banquets, concerts, etc.
 - Fees for youth classes
 - Tickets sales from Trolley Tour – Train Station should be one stop on a historical tour of Oakland that is given on a (track-free) trolley with wheels.
 - Movie showings/concerts in the Plaza

EDUCATIONAL/TRAINING REUSE

- ◊ **Employment/Jobs Training**
 - Jobs-training program (especially for youth)
 - Local Hiring - of residents as managers, museum docents, janitors, tour guides, etc.
- ◊ **Educational Reuse:**
 - Youth Programming – about history of Train Station. Classes could be offered at the Train Station but an educational curriculum/workshop about the Station would also be offered at local schools
 - Other youth activities: arts classes, etc.

COMMUNITY CONTROL

- ◊ Controlled by West Oakland residents
- ◊ Run/operated by the community
- ◊ Eventually a non-profit operation with a Board of Directors
- ◊ In the interim, have an Advisory Committee that guides the non-profit process.

**16th & Wood
Train Station
Coalition
2485 W. 14th St.
Oakland, CA 94607
510-763-5877**



Members

7th Street Parent Leadership
Engagement Academy

A. Phillip Randolph Institute

Alameda County Central Labor
Council, AFL-CIO

Asian Pacific Environmental Network

BACSIC

Brother's Keeper

Building and Construction Trades
Council of Alameda County, AFL-CIO

Coalition for West Oakland
Revitalization

East Bay Alliance for a Sustainable
Economy

East Bay Community Law Center

East Bay Housing Organizations

West Oakland Environmental
Indicators Project

Just Cause Oakland

Lovellife Foundation

Men of Valor

Oakland Artists

Oakland Tenants Union

Pacific Institute

SEIU Local 616

Sierra Club, Bay Area Chapter

St. Mary's Center

Urban Habitat

Urban Strategies Council

MARCH 16, 2005

TO: CITY OF OAKLAND PLANNING COMMISSION
FR: 16TH & WOOD TRAIN STATION COALITION

**RECOMMENDED PLANNING COMMISSION ACTIONS FOR PUBLIC
ACCOUNTABILITY, AND FAIR MITIGATIONS FROM WOOD
STREET PROJECT**

The 16th & Wood Train Station Coalition is asking the City of Oakland's Planning Commission to ensure that the approvals process for the Wood Street Project is done in a way that is transparent and accountable to Oakland residents. We have an opportunity to ensure that one of the largest developments in West Oakland's history mitigates the known harms to West Oakland residents, preserves an American landmark, and protects Oakland's taxpayers. The Coalition is providing the following recommendations for the Planning Commission's consideration.

**THE FINAL EIR SHOULD NOT BE CERTIFIED UNTIL
IMPACTS OF THE PROJECT TO THE WEST OAKLAND
ENVIRONMENT AND RESIDENTS ARE ADEQUATELY STUDIED AND
MITIGATED.**

- ❖ The EIR failed to study many required impacts under CEQA, including the exacerbation of air quality impacts to the existing asthma crisis in West Oakland, the cumulative effects on public services, land toxicity, etc. See Coalition Comment Letters to DEIR.
- ❖ The EIR findings of no displacement are contradicted by the City's report conducted by Mundie Associates and attached to the Final EIR. In addition, the separate social economic impact study failed to study the potential impacts identified by the Coalition. See section IV for more description.
- ❖ The renovation of the Train Station raises complex issues. The legal issue of whether demolition of the baggage wing jeopardizes obtaining federal renovation funds for the Train Station must be resolved before any statement of overriding consideration is approved for the demolition of the baggage wing. See 3/14/05 Letter from Oakland Heritage Alliance.
- ❖ The feasibility study for the Train Station relies upon land sale transactions from one developer to another where Build paid significantly more than the current value for the land.¹ Why should Oaklanders pay for a private, speculative investment decision that results in the destruction of the historic baggage wing?

¹ See Attached Chart.

II THE FIVE VESTING PARCEL MAPS SHOULD NOT BE APPROVED UNLESS CHANGED TO ENSURE PROTECTION OF THE TRAIN STATION AND NO CIRCUMVENTION OF LOCAL LAWS IS GUARANTEED

- ❖ The proposed lot lines on the Parcel Maps go through the Train Station, dividing the baggage wing from the main hall and dividing the ownership of the Train Station. This division jeopardizes the preservation of the Train Station. This tactic has been used with other examples in Oakland, such as the Cox Cadillac Building.
- ❖ Adequate renovation of the Train Station to restore it to its historic significance and create it as the cultural designation place envisioned by the Coalition requires that the public subsidy request and attendant development agreement occur prior to the approvals of the Project. The Train Station should also be renovated in the early stages of the Project, not towards the end, to prevent further deterioration.
- ❖ The parcel maps proposed isolates the Train Station to its own parcel. The developers have stated that they are planning on taking tax increment funds for the Train Station renovation. The developers, however, have stated that they do not believe they should meet the local requirements triggered by public subsidies, such as local hiring and prevailing wage, for the total project. Instead, their position appears to be that any local requirements attached to a public subsidy should only apply to the Train Station parcel. The developers should not be allowed to circumvent local norms and requirements. These issues must be resolved before the vesting parcel maps are approved.

III THE GENERAL PLAN SHOULD NOT BE AMENDED AND THE WOOD STREET ZONING DISTRICT CREATED WITHOUT WRITTEN GUARANTEES MITIGATING THE PROJECT'S NEGATIVE IMPACTS OF GENTRIFICATION, DISPARATE IMPACT, AND VIOLATIONS OF LOCAL REQUIREMENTS AND LAND USE PLANS

- ❖ The Planning Commission at the October 20, 2004 hearing on the EIR directed the Planning Director to conduct a separate social economic impact study, in response to concerns raised by Coalition members regarding project impacts. The Coalition raised areas of impact including poverty, housing conditions, access to jobs, community amenities and services, access to open space, etc. However, this social economic impact study on the impact areas and alternatives identified by Coalition members was never conducted. See 3/14/05 Letter from Jeremy Hays, Urban Strategies Council; Howard Greenwich, East Bay Alliance for Sustainable Economy; and Dr. Rajiv Bhatia, UCSF. The community is ill-served when such a large-scale project is approved without adequate understanding, and therefore, proper mitigation of its many impacts, most of which will be irreversible.
- ❖ The Mundie Report acknowledges that this Project will exacerbate gentrification and cause indirect displacement of low-income West Oakland residents. See FEIR, Appendix C. The report recognizes that there are “Winners” and “Losers” of the

Project.² This Project, however, fails to mitigate for the gentrification impacts without any guarantees of inclusionary housing, pursuant to state redevelopment law requirements. Nor does the Project mitigate the segregation and exclusion impacts that will result from this Project without on-site inclusionary housing guarantees.³

- ❖ Under State planning guidelines, the City should not amend its General Plan without incorporating environmental justice principles.⁴ This Project by causing indirect displacement and gentrification violates those environmental justice principles.⁵ Inclusionary housing, as provided in state redevelopment law, is the proper mitigation for such disparate impacts.
- ❖ Over 10 applicable land use plans direct that development in this area would include mixed income housing, local hiring, prevailing wage, and cultural preservation. See Wilson Sonsini and EBCLC Comments to DEIR. These are Oakland's values and norms and all development, especially large-scale projects, should abide by them. The General Plan, which operates as the City's guiding framework, should not be changed to accommodate the Project without the inclusion of such community benefits to mitigate the harm from this Project.

IV. THE OAKLAND ARMY BASE REDEVELOPMENT PLAN SHOULD NOT BE AMENDED UNLESS INCLUSIONARY HOUSING IS PROVIDED ON-SITE AND MET BY THE DEVELOPERS.

- ❖ State redevelopment laws require inclusionary housing in new housing development projects in redevelopment project areas, recognizing the attendant gentrification and displacement impacts.⁶ This Project triggers a 15% to 30% inclusionary housing requirement, from 234 to 468 new housing units.⁷ It would be grossly unfair to pass the entire fiscal burden onto taxpayers.
- ❖ The Planning Commission has an opportunity to recommend how state redevelopment inclusionary housing requirements will be met. The Coalition is asking the Commission to recommend providing inclusionary housing on-site as the only alternative that adequately mitigates the identified gentrification impacts of this Project, as well as is the most accountable to Oakland's taxpayers. The City's plan for addressing the state inclusionary requirements should be adopted at the same time as the project's approvals. As evidenced by the Coalition's feasibility study, it is fiscally

² The Mundie Report defines Project "Winners" as new residents, property owners, and those that manage to stay; and "Losers" as tenants who face rent increases, expiring Section 8 agreements, or evictions due to owner move-in or conversion.

³ See West Oakland Data Book, Attached to DEIR Comment Letter, Jeremy Hays, Urban Strategies Council.

⁴ The Governor's Office of Planning and Research (OPR) is required to provide guidance to cities and counties for integrating environmental justice into their general plans. State of California General Plan Guidelines (2003), at 21 citing CA Gov't Code §65040.12 (c). OPR "recommends incorporating policies supportive of environmental justice in all of the mandatory elements of the general plan." *Id.* at 24.

⁵ The disparate impact of gentrification impacts of this Project on low-income, predominately African American West Oakland residents, as well as unmitigated environmental impacts on asthma conditions, violate environmental justice principles. *Id.* at 21-27.

⁶ CA Health & Safety Code §33413(b)(2)(A).

⁷ See Staff Report for 3/16/05 Planning Commission hearing.

feasible for the developers to provide inclusionary housing by using some of the tax increment generated by the Wood St. project and the larger Oakland Army Base project area. See Coalition's Mitigations Proposal.

- ❖ The current industrial zoning for the project area was intended to increase much-needed living wage jobs for Oakland residents. Changing the zoning to residential use prevents this goal from being achieved. Local hiring and prevailing wages are appropriate mitigations for the lost opportunities created in the zoning changes. The local hiring and economic development goals are also contained in land use plans for the project area, and are not currently met in this Project. The feasibility of including these important community standards was not studied as requested by some Planning Commissioners at the January 26, 2005 hearing.
- ❖ The Coalition's inclusionary housing proposal is based upon a fiscal feasibility model that ensures an effective profit for the developers while mitigating against the gentrification impacts and enabling West Oakland residents to reside in and benefit from this Project. This is also a model that has been successfully implemented without public subsidies in over 107 California jurisdictions. See Coalition Mitigations Proposal.

V. THE PLANNING COMMISSION CANNOT TAKE ACTION UNTIL ADEQUATE TIME IS PROVIDED FOR THE PUBLIC TO REVIEW THE STAFF REPORT AND VOLUMINOUS NEW STUDIES ATTACHED AND PROVIDE ADEQUATE PUBLIC COMMENT.

- ❖ In a meeting with the Planning Director on February 15, 2005, Ms. Cappio agreed to provide the Coalition and public with the feasibility and any other studies, as well as staff report at least 10 days before the public hearing, understanding the large-scale nature and complexity of this Project.⁸ Neither the studies nor the staff report were provided 10 days before the hearing, and instead both the public and Planning Commission was given only 6 days to review many highly technical documents.
- ❖ Public accountability requires that the Planning Commission reschedule or continue the hearing to ensure sufficient time for community residents and organizations to fully participate in the public process.

VI. THE COMMUNITY MITIGATIONS PROPOSAL FOR THE PROJECT ENSURES FULL PRESERVATION OF THE TRAIN STATION, INCLUSION AND DESEGREGATION IN HOUSING, ENVIRONMENTAL PROTECTIONS, AND EMPLOYMENT FOR OAKLANDERS WITH PREVAILING WAGES AND WORKER PROTECTIONS.

- ❖ Please see the Coalition's Community Mitigation and Benefits Proposals.

⁸ This meeting was also attended by Amanda Brown-Stevens, aide to Councilmember Nadel, as well as several members of the Coalition. See attached 2/16/05 Letter.

THE 16TH & WOOD TRAIN STATION COALITION'S PROPOSAL FOR FAIR MITIGATION TO COMMUNITY IMPACTS OF PROPOSED WOOD STREET DEVELOPMENT PROJECT

MITIGATING:

- ◇ ENVIRONMENTAL HARMS
- ◇ GENTRIFICATION AND INDIRECT DISPLACEMENT
OF LOW-INCOME WEST OAKLAND RESIDENTS

PREVENTING:

- ◇ DEMOLITION OF AN AMERICAN AND
AFRICAN AMERICAN CULTURAL LANDMARK
- ◇ FISCAL BURDENS ON OAKLAND TAXPAYERS

ACHIEVING:

- ◇ BASIC HUMAN NEEDS OF OAKLAND'S FAMILIES

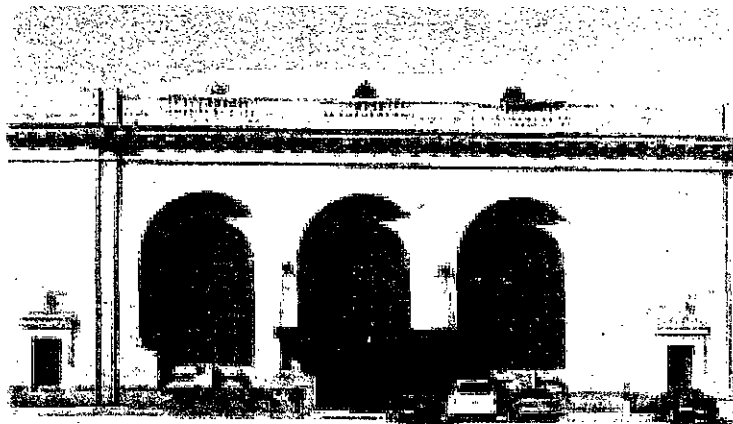
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- Loveline Foundation
- Men of Valor
- Oakland Artists
- Oakland Tenants Union
- Pacific Institute
- SEIU Local 616
- Sierra Club, Bay Area Chapter
- St. Mary's Center
- Urban Habitat
- Urban Strategies Council

**COMMUNITY BENEFITS VISION FOR THE 16TH & WOOD
TRAIN STATION PROJECT
PROPOSED BY THE
16TH & WOOD TRAIN STATION COALITION**



**The Wood Street Development Project is Unfair to West Oakland
16th & Wood Train Station Coalition--"Nobody has to be a Loser here."**

West Oakland renters, homeowners, historic preservationists, and labor, environmental, and affordable housing organizations seek development that is fair, respects cultural history, and benefits *all* local residents. The Wood Street Project ("Project"), as currently planned, fails to live up to those basic criteria. Instead, the Project divides the West Oakland community into "Winners" and "Losers"--in the City of Oakland's own terms. The Coalition's vision for the development project would mitigate the negative impacts of the Project, result in community benefits, and turn "Losers" into "Winners."

SUMMARY OF COALITION'S COMMUNITY MITIGATION PROPOSALS:

- ❖ Full preservation of the landmark Train Station; retention of the baggage wing, vital to preserving the history of the Brotherhood of Sleeping Car Porters. Community ownership and operation of the Train Station as a living museum and economic enterprise.
- ❖ Inclusion of affordable housing units in one of the largest housing developments in West Oakland's history to ensure mixed income, desegregated housing opportunities and prevent known displacement of low-income residents.
- ❖ Construction and permanent jobs for West Oakland and Oakland residents. Fair wages and adequate protections for workers through prevailing wages.
- ❖ Mitigation of environmental impacts created and/or exacerbated by the Project for a cleaner and healthier West Oakland.

| | CURRENT DEVELOPMENT PLAN— PITS “WINNERS VERSUS LOSERS” | COALITION’S PROPOSED PLAN— CREATES “WINNERS & WINNERS” |
|---|--|--|
| ENVIRONMENT | <ul style="list-style-type: none"> • Asthma crisis in West Oakland will be exacerbated by diesel emitting construction trucks. • Toxins in the land will not be properly cleaned up for residential use, especially by vulnerable populations, i.e. children. • Public services, such as police, fire department, sanitation and water systems, will be overburdened by a 35-40% new population growth. | <ul style="list-style-type: none"> • Construction emissions and dust exacerbating asthma crisis will be minimized. • Hazardous materials will be cleaned up to residential standards. • Construction will be monitored by the most effective remediation monitoring agency. • Traffic and park impacts will be addressed. |
| HOUSING | <ul style="list-style-type: none"> • Gentrification in West Oakland will be exacerbated by this Project. • This Project will result in indirect displacement of low-income, vulnerable West Oakland residents. | <ul style="list-style-type: none"> • Developers will still make substantial profit from the Project. • 450 low to moderate income families will be able to reside in the new housing development. • All residents of the Project will benefit from inclusion and desegregation. |
| JOBS FOR OAKLAND RESIDENTS | <ul style="list-style-type: none"> • Currently there are no guarantees that the Developers will hire local residents for the construction or post-development commercial jobs. • Lip service and/or good intentions today may not translate into future development partners’ adherence tomorrow. | <ul style="list-style-type: none"> • Oakland and West Oakland residents will have the guarantee of well paying construction jobs, entrance into apprenticeship positions and permanent commercial jobs. • Construction workers will be guaranteed a fair wage and worker protections under prevailing wages. |
| CULTURAL & HISTORIC PRESERVATION | <ul style="list-style-type: none"> • The fate of the Train Station is uncertain with no feasible reuse and preservation plan in place. • The baggage wing which is critical to the telling of the history of the Porters who worked in that wing will be demolished. • Demolition of the baggage wing jeopardizes National landmarks status and federal renovation funds. | <ul style="list-style-type: none"> • The baggage wing will be preserved and utilized for historic education and display. • Cultural programming will preserve the African American and multiracial history of the Station. • Restaurant/shop and museum will provide local jobs and fiscal sustainability. • The Train Station will be renovated and reused as a national cultural center. |

WHY SHOULD THE COMMUNITY BE CONCERNED ABOUT THIS PROJECT?

CHANGING THE FACE OF WEST OAKLAND AND UNNECESSARILY CREATING LOSERS

- **The Project will change the face of West Oakland forever--how it gets developed will have irrevocable large-scale impact.**
 - The Project's 1,557 market-rate only housing units constitutes one of the largest development in West Oakland's history; accounting for 64% of all new housing development in West Oakland from 2000 to 2010 and 35-40% of all new future population growth in West Oakland (bringing in 2,579 to 3,414 new residents).
 - The Project fails to meet the local objectives of mixed income residential development, local hiring, and prevailing wage, as enshrined in city-wide and West Oakland specific land use plans.
 - As a society, we value desegregated communities. A 2 bedroom market-rate condo in West Oakland is not affordable to any African-American families currently residing in West Oakland.³

- **The Project will demolish parts of the landmark Train Station and other important historic structures –Bea's Hotel and the Pacific Coast Cannery.**
 - Partial demolition will jeopardize the Train Station's ability to be registered as a National Landmark and qualification for federal tax credits needed for renovation.⁴
 - The baggage wing and platform, slotted for demolition, are vital to the Community Coalition's plans for educational and workforce development reuse plans.

- **The City's report acknowledges that the Project will result in the displacement of low-income residents from West Oakland, but fails to adequately study the details of this displacement or mitigate for it through affordable housing requirements.**
 - In a rush to build, the City has failed to adequately study and mitigate the negative impacts of this development project, even failing to address how this Project will exacerbate the asthma crisis in West Oakland.
 - City staff and consultants hired by the developers have failed to study the alternatives proposed by the Coalition, most of which are commonly implemented as standard development practices in other cities (i.e. inclusionary housing, local hiring, prevailing wage).

³ The average market rate 2 bedroom condo sales price in West Oakland in Spring 2004 was \$372,948. A household income of at least \$104,764 is needed to purchase a condo of that price. See East Bay Community Law Center's Report on Oakland's Condo Conversion Policy (2004).

⁴ See 3/14/05 Letter from Oakland Heritage Alliance.

- **Oakland taxpayers will pick up the tab for the developers unless they commit to building affordable housing.**
 - Under state redevelopment laws, the Wood Street Project generates an affordable housing obligation for the City of Oakland that the City is entitled to pass onto the developers (an obligation of 234 to 468 units, at a cost of over \$9.5 million).
 - The failure to ask the developers to share this burden forces the City to undertake an even more burdensome affordable housing obligation at its own cost--an obligation that the City cannot afford and should not have to bear.
 - All other Bay Area cities pass the cost of meeting these state requirements onto private developers, knowing that their profit margins can absorb these costs, as well as utilize available incentives (i.e. state density bonus laws) and subsidies (i.e. tax credits or tax increment funds).

- **The Developers seek to take public subsidies and remove themselves from following local and state laws--local hiring and prevailing wage requirements and state affordable housing requirements.**
 - By waiting to take the public subsidy for the train station renovation until after most of the housing construction is completed, the developers are attempting to remove themselves from the local and state requirements that are triggered by public subsidies.
 - The Developers benefit from treating the Project as one project for the City approvals process, but want to treat it as separate and independent projects to get out from under following local and state laws.

- **The Developers' claims that they can't fully preserve the Train Station or provide affordable housing appear to be based on faulty and inflated assumptions of land value.**
 - Based on a preliminary historical review of the city tax assessor data and reports provided by the developers, the recent property transactions which have only occurred *among the Wood Street developers* have resulted in 200-300% increases in assessed values in the absence of property improvements or changes in zoning entitlements.
 - Appraisals of land value, assuming current status of conditions and entitlements, are necessary for an accurate assessment of the feasibility of the Train Station preservation and inclusionary housing provision. The City should be asking for independent appraisals in order to verify accurate fiscal feasibility.

THE DEVELOPERS SHOULD ENGAGE IN ENVIRONMENTAL CLEAN UP AND MITIGATIONS AS REQUIRED BY LAW

HAZARDOUS MATERIALS

- ◇ The cleanup process must include adequate environmental safeguards, including those adopted for the South Prescott Park cleanup. These safeguards were the product of extensive collaboration between the West Oakland community and the Department of Toxic Substances Control ("DTSC") and CALTRANS and should be incorporated.
- ◇ Develop and release a Project cleanup plan as an attachment to the FEIR. The FEIR should not be approved without a Project cleanup plan specifying what cleanup methods will be used, how the methods will be implemented, when they will be implemented, and who will conduct the cleanup (e.g. dirt removal should be performed by a hazardous waste removal company rather than a normal contractor). Confirm that the Project will be cleaned up to residential standards and that this standard is safe for children to live and play on the Project.

AIR QUALITY

- ◇ Construction dust mitigation measures should be based not on the size of the construction project, but on significance thresholds, following the example of the Sacramento AQMD. Actual dust emissions should be monitored through the use of air monitors at the Project.
- ◇ Project grounds and streets surrounding the project should be watered at least 8 hours a day.
- ◇ Construction should be conducted so as to minimize diesel emissions. The following steps should be taken to insure minimal diesel emissions:
 - Use on-Project power rather than diesel generators.
 - Use the newest trucks and other diesel equipment available to the contractors performing work on the Project.
 - Retrofit old equipment by installing oxidation catalysts or diesel particulate filters.
 - Use lower emissions diesel fuel such as biodiesel and water emulsion fuels.
 - Convert operations (e.g. hoists and lifts) to alternative fuels such as natural gas or alternative power sources such as electricity.
- ◇ Developers should pay impact/mitigation fees to start an asthma clinic to treat asthma patients in West Oakland.

CONSTRUCTION MONITORING & EMERGENCY MEASURES

- ◇ A community participation plan for working to minimize environmental impacts of construction should be drafted and released immediately by the lead remediation monitoring agency and developers.
- ◇ The DTSC should be assigned as the lead government agency for Project remediation and monitoring. A Consultative Working Group of all relevant monitoring agencies, per the Project Designation Committee's instructions and the DTSC's request, should also be formed.
- ◇ The West Oakland Air Toxics Collaborative should be chosen as the community advisory group to the lead remediation agency. The developers and contractors should join WOATC and regularly attend its meetings.
- ◇ The lead remediation agency should have a dedicated community liaison to whom the community can turn to have their concerns heard and addressed as soon as possible.
- ◇ The lead remediation agency should schedule regular Environmental Community Meetings throughout construction to provide information on the monitoring of air quality, lead and other toxics in the land, and the water table.
- ◇ The lead remediation agency should issue weekly newsletters updating the community about construction activity on the Project and air quality levels.
- ◇ Daily soil toxicity tests should be conducted and community members warned of toxic conditions, as in the South Prescott Park remediation. Community members should be hired and trained to conduct these tests and warn neighbors.
- ◇ Air monitors should be installed on the Project and checked regularly. The community should be appraised of the results on a frequent and regular basis.
- ◇ An emergency response plan should be developed and released before the FEIR is approved. Similarly, a warning signal for toxic air quality should be developed and released before the FEIR is approved.

TRAFFIC

- ◇ The developers to pay an impact fee to expand AC Transit bus routes that will be impacted (buses 13 and 19) through West Oakland.
- ◇ The developers to create a dedicated BART shuttle like the Emery-Go-Round for development residents and the rest of the community with wage and benefit standards including pension that are on a level playing field with AC Transit and BART workers.
- ◇ The developers should pay an impact fee to put in sidewalks, crosswalks, speed bumps and stop signs all the way around Raimondi Park.
- ◇ The developers should study and hold community hearings on the circulation problems stemming from this project in conjunction with the new base conversion reuse and mitigate appropriately.

THE DEVELOPERS SHOULD ADDRESS WEST OAKLAND'S AFFORDABLE HOUSING NEEDS, MITIGATE THE PROJECT'S GENTRIFICATION IMPACTS, AND FOLLOW STATE REDEVELOPMENT LAW

The poverty rate in West Oakland is one of the highest in the Bay Area. While affordable housing exists in West Oakland, there is not nearly enough for all the families who need it. For example, about 3,500 low-income households in West Oakland are currently in need of affordable housing.⁵ The City's own report concludes that the Wood Street Project will exacerbate gentrification in West Oakland and cause the displacement of low-income residents. The Coalition Proposal to meet the community needs and mitigate the project's harms is based on the 30% affordable housing production requirement pursuant to State redevelopment law for private projects that receive some public subsidy⁶ or meet their affordable housing obligations offProject.⁷ State redevelopment laws also requires that 40% of those units be made available for very-low income residents.⁸

Unit Mix

- ❖ The development should have 600 rental units and 900 for-sale or an amount in that proportion (1/3 rental, 2/3 for sale). By having more rentals, more people in West Oakland will be able to afford to live here.
- ❖ The rental and for sale housing should be 10% 3-4 bedroom units so families can live in the development. The affordable housing should be 30% 3-4 bedroom units.

Affordability

- ❖ 30% of all the housing should be affordable to a range of low income and very low income families.
- ❖ See chart for more information.
- ❖ In addition, 10% of the remaining units should be set aside for Section 8 recipients. These units will be made available for market rate rents, but will be offered to residents on Section 8 as long as vouchers are available from Housing Authority.

Length of Affordability

- ❖ The affordable rental housing in this development should be affordable for at least 99 years and the homeownership in perpetuity utilizing deed restrictions.

West Oakland Residents First Preference

- ❖ To the extent the law allows, West Oakland residents should be given preference for the housing.

Loan qualification training and preparation will be subsidized to ensure that a large pool of local residents will qualify to purchase homes.

⁵ West Oakland Data Book, Urban Strategies Council, Attachment to DEIR Comment Letter of Jeremy Hays.

⁶CA Health & Safety Code §33413(b)(1). We have heard interest expressed by the Developers in receiving some public subsidy for the possibility of providing affordable housing.

⁷Id. at §33413(b)(2)(A)(ii).

⁸ Id.

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⁸ Id.

The Developers Should Meet Oakland's Local Hiring and Prevailing Wage Requirements

The Developers should follow local requirements and standard practices that support fair jobs for Oaklanders.

Prevailing Wages

- ❖ All jobs created as a consequence of construction on this Project should meet prevailing wage standards. A Project of this size, without wage standards, will destabilize local Area Wage Standards and dramatically increase the use of out of area workers paid low wages without benefits. This will then increase the demand on local social services paid for by local tax dollars. The City of Oakland's prevailing wage standards should be enforced.

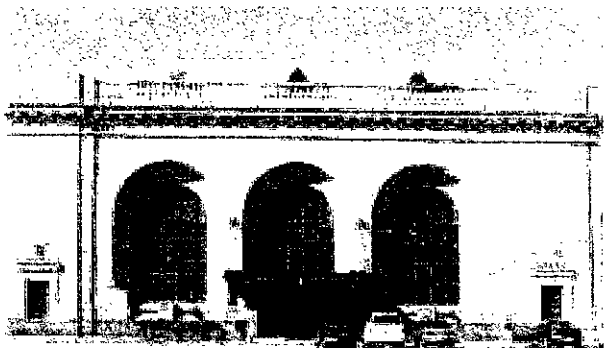
Local Hiring & Apprenticeship

- ❖ The current City policy for its Local Employment Program is that 50% of the work hours must be performed by Oakland residents (on a craft by craft basis), and a minimum of 50% of new hires must be Oakland residents. A contractor must achieve the goals or secure an exemption from the City.
- ❖ The City of Oakland requires 100% of all apprenticeship hours be performed by Oakland residents. This should include specific plans to recruit and employ West Oakland residents into entry-level apprenticeship positions.
- ❖ The Developers should work with West Oakland and other groups to facilitate West Oakland residents to receive the new hires and apprenticeships.
- ❖ The Developers should pay for the City's monitoring of the local hiring goals.

Permanent Jobs

- ❖ Long-term jobs created as a consequence of this Project, such as landscaping, security and other positions, should be set at the City of Oakland's living wage standard with a preference to hire West Oakland and then Oakland residents, respectively.

THE DEVELOPERS SHOULD FULLY PRESERVE THE TRAIN STATION TO ENSURE NATIONAL LANDMARK STATUS AND FEDERAL RENOVATION FUNDS



The 16th & Wood Train Station is eligible for the national registry. Demolition of the historic Baggage Wing not only denigrates the history of the Porters but also jeopardizes the ability of the Train Station to receive this national honor and attendant federal renovation funds.

A Community Vision for Creating Oakland as a National Tourist Destination

FULL PRESERVATION

- ◇ **The Baggage Wing should not be demolished for historical, practical, and cultural reasons.**
 - **Historical Integrity:** Any destruction of the Baggage Wing will reduce the historical integrity of the Train Station and compromise the Station's eligibility to register with the National Registry of Historic Places and subsequently receive federal renovation funds.
 - **Practical Functionality:** The Baggage Wing is necessary to provide 1) office space to support the Main Hall activities and 2) museum space to display and preserve original artifacts. Since the Baggage Wing the only original enclosed space where temperature, lighting, and security can be completely controlled, is the only place where historical artifacts can be properly stored and displayed.
 - **Cultural Significance:** The African-American history of the Train Station is tied into the Baggage Wing. During segregation times, African-American workers at the Train Station (i.e. porters, Redcaps, dining car waiters) were forced to mainly work and respite in the Baggage Wing.
- ◇ **The Elevated Tracks and platform should not be demolished because of historical accuracy.**
 - The tracks and platform are central to preserve the look and feel of the historic Train Station. Without tracks, much of the story of the Train Station is lost.

REHABILITATION

- ◇ **The Train Station should be restored fully,**
- ◇ **The design should be inviting and include plenty of seating inside and outside.**

HISTORICAL REUSE

- ◇ **Original Artifacts should be displayed in the Baggage Wing.** These artifacts would include:
 - Statutes of Pullman Porters
 - Original Train memorabilia
 - Photographs that depict Train Station history from the 1940's on
- ◇ **Visual displays, photographs, and films should be exhibited in the Main Hall.**
 - Visual displays - about the Pullman Porters, the historical importance of the Train Station.
 - Film Room - would screen documentary films about the Train Station or other films that commemorate African-American history.

- Oral History Exhibit – videotapes of elders in the community telling stories about the Train Station
- ◊ An authentic Pullman Car should be displayed on the out-of-service Train Tracks.

CULTURAL REUSE

- ◊ There should be a variety of cultural programming going on in the Main Hall/Baggage Wing that commemorates and preserves the African-American and multi-racial history of the Train Station.
 - Theatrical Reenactments: of original uses of Train Station (Shows that would go on in the Main Hall)
 - Tours: of the Main Hall, Baggage Wings, and other buildings on property (Pacific Coast Cannery)
 - Community Space – local groups should be able to use the space for meetings, events, programming
 - Trolley Tour – Train Station should be one stop on a historical tour of Oakland that is given on a (track-free) trolley with wheels. This is an inexpensive way to give the feel of being on a old trolley without the cost of putting in the lines.
 - Musical performances in the Train Station
 - Movie showings/concerts in the Plaza

ECONOMIC REUSE:

- ◊ **Businesses**
 - Restaurants should have a local presence and/or be small businesses.
 - Restaurants/shops should hire local residents.
 - Rental Space: weddings, banquets, meetings, etc.
 - Potential rail reuse and housing of train cars for rail enthusiasts.
- ◊ **Revenue from Programming/Tourism**
 - Museum Entrance Fees, tours
 - Rental Space – Main hall could be rented for meetings, banquets, concerts, etc.
 - Fees for youth classes
 - Tickets sales from Trolley Tour – Train Station should be one stop on a historical tour of Oakland that is given on a (track-free) trolley with wheels.
 - Movie showings/concerts in the Plaza

EDUCATIONAL/TRAINING REUSE

- ◊ **Employment/Jobs Training**
 - Jobs-training program (especially for youth)
 - Local Hiring - of residents as managers, museum docents, janitors, tour guides, etc.
- ◊ **Educational Reuse:**
 - Youth Programming – about history of Train Station. Classes could be offered at the Train Station but an educational curriculum/workshop about the Station would also be offered at local schools
 - Other youth activities: arts classes, etc.

COMMUNITY CONTROL

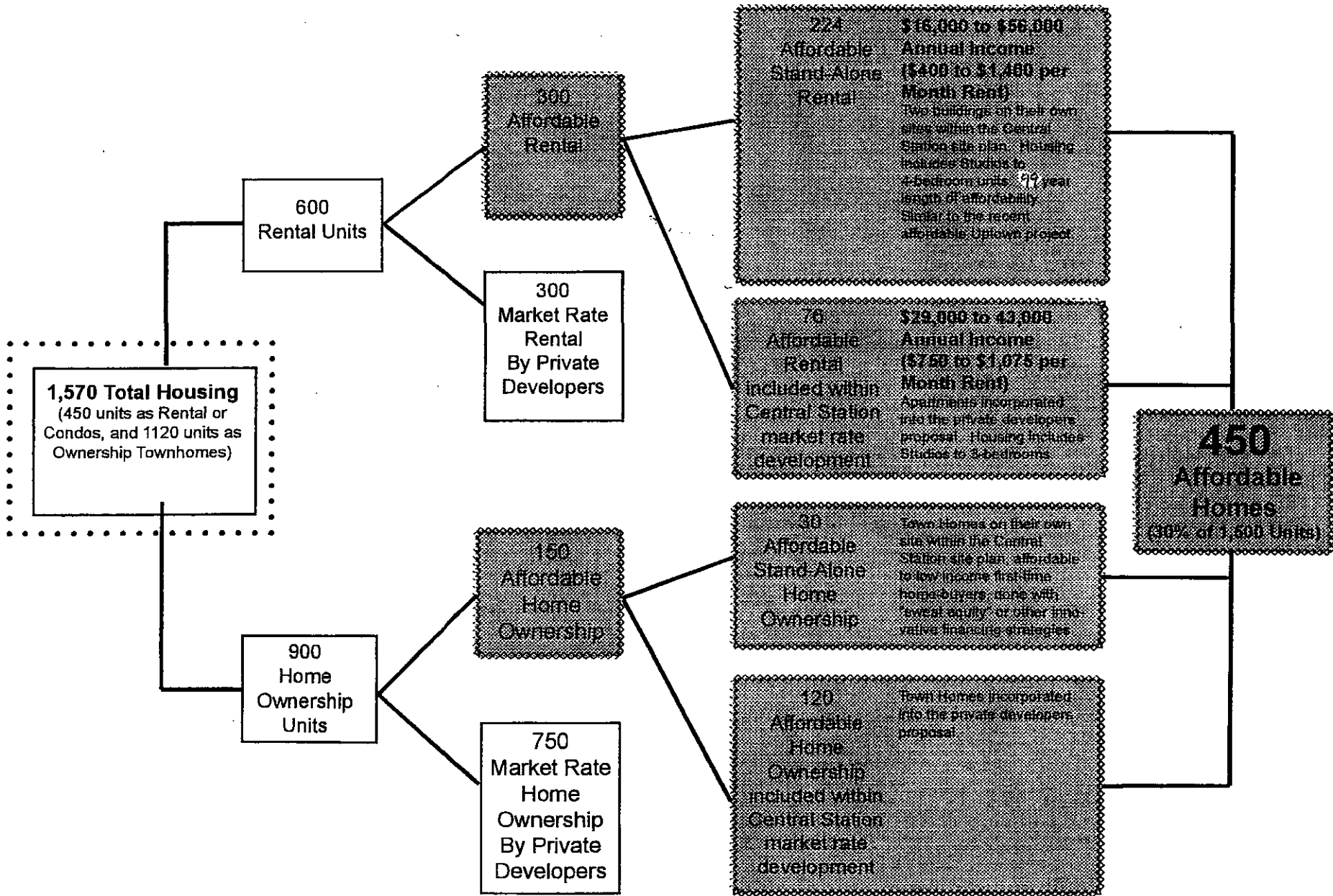
- ◊ Controlled by West Oakland residents
- ◊ Run/operated by the community
- ◊ Eventually a non-profit operation with a Board of Directors
- ◊ In the interim, have an Advisory Committee that guides the non-profit process.

**Developers
Proposal**

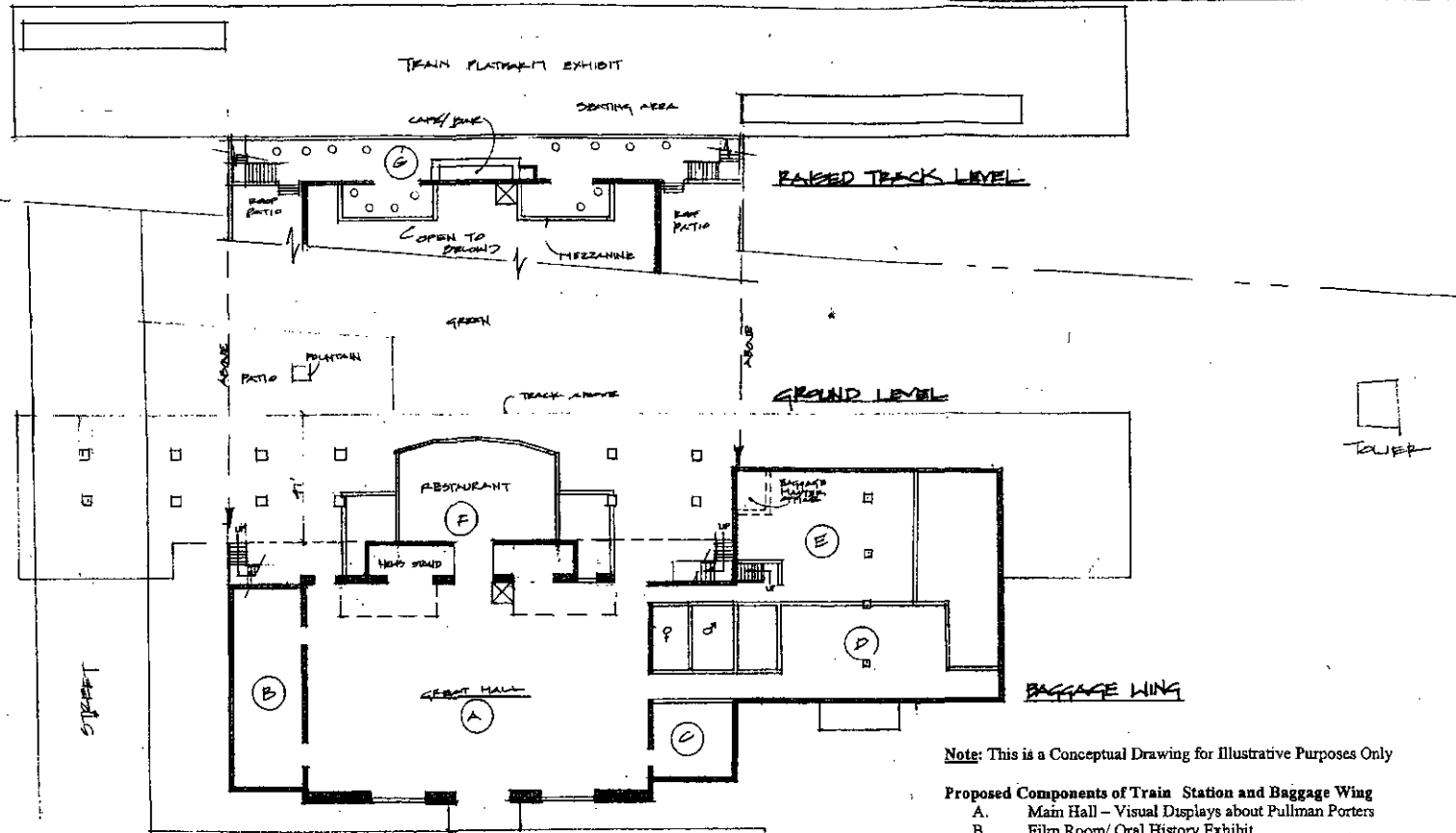
**Coalition
Proposal**

**Possible Affordable
Housing Mix**

**Total
Affordable Units**

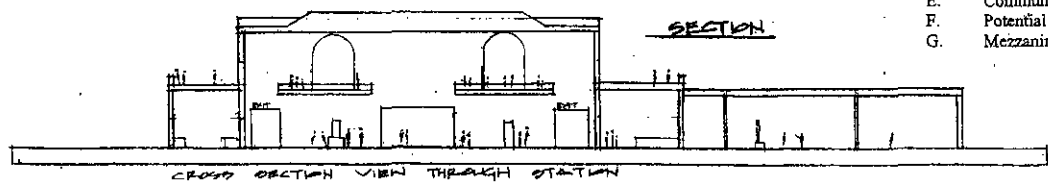


TRAIN STATION RE-USE PLAN

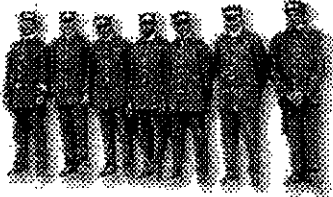


Note: This is a Conceptual Drawing for Illustrative Purposes Only

- Proposed Components of Train Station and Baggage Wing**
- A. Main Hall - Visual Displays about Pullman Porters
 - B. Film Room/ Oral History Exhibit
 - C. Museum Gift Shop
 - D. Original Artifact Display and Archives
 - E. Community Meeting Space/Offices
 - F. Potential Restaurant and Outdoor Patio Area
 - G. Mezzanine Level Café/Bar overlooking Elevated Tracks



**16th & Wood
Train Station
Coalition
2485 W. 14th St.
Oakland, CA 94607
510-763-5877**



Members

7th Street Parent Leadership
Engagement Academy

A. Phillip Randolph Institute

Alameda County Central Labor
Council, AFL-CIO

Asian Pacific Environmental Network

BACSIC

Brother's Keeper

Building and Construction Trades
Council of Alameda County, AFL-CIO

Coalition for West Oakland
Revitalization

East Bay Alliance for a Sustainable
Economy

East Bay Community Law Center

East Bay Housing Organizations

West Oakland Environmental
Indicators Project

Just Cause Oakland

Lovellife Foundation

Men of Valor

Oakland Artists

Oakland Tenants Union

Pacific Institute

SEIU Local 616

Sierra Club, Bay Area Chapter

St. Mary's Center

Urban Habitat

Urban Strategies Council

MARCH 16, 2005

TO: CITY OF OAKLAND PLANNING COMMISSION
FR: 16TH & WOOD TRAIN STATION COALITION

**RECOMMENDED PLANNING COMMISSION ACTIONS FOR PUBLIC
ACCOUNTABILITY, AND FAIR MITIGATIONS FROM WOOD
STREET PROJECT**

The 16th & Wood Train Station Coalition is asking the City of Oakland's Planning Commission to ensure that the approvals process for the Wood Street Project is done in a way that is transparent and accountable to Oakland residents. We have an opportunity to ensure that one of the largest developments in West Oakland's history mitigates the known harms to West Oakland residents, preserves an American landmark, and protects Oakland's taxpayers. The Coalition is providing the following recommendations for the Planning Commission's consideration.

**I. THE FINAL EIR SHOULD NOT BE CERTIFIED UNTIL
IMPACTS OF THE PROJECT TO THE WEST OAKLAND
ENVIRONMENT AND RESIDENTS ARE ADEQUATELY STUDIED AND
MITIGATED.**

- ❖ The EIR failed to study many required impacts under CEQA, including the exacerbation of air quality impacts to the existing asthma crisis in West Oakland, the cumulative effects on public services, land toxicity, etc. See Coalition Comment Letters to DEIR.
- ❖ The EIR findings of no displacement are contradicted by the City's report conducted by Mundie Associates and attached to the Final EIR. In addition, the separate social economic impact study failed to study the potential impacts identified by the Coalition. See section IV for more description.
- ❖ The renovation of the Train Station raises complex issues. The legal issue of whether demolition of the baggage wing jeopardizes obtaining federal renovation funds for the Train Station must be resolved before any statement of overriding consideration is approved for the demolition of the baggage wing. See 3/14/05 Letter from Oakland Heritage Alliance.
- ❖ The feasibility study for the Train Station relies upon land sale transactions from one developer to another where Build paid significantly more than the current value for the land.¹ Why should Oaklanders pay for a private, speculative investment decision that results in the destruction of the historic baggage wing?

II. THE FIVE VESTING PARCEL MAPS SHOULD NOT BE APPROVED UNLESS CHANGED TO ENSURE PROTECTION OF THE TRAIN STATION AND NO CIRCUMVENTION OF LOCAL LAWS IS GUARANTEED

- ❖ The proposed lot lines on the Parcel Maps go through the Train Station, dividing the baggage wing from the main hall and dividing the ownership of the Train Station. This division jeopardizes the preservation of the Train Station. This tactic has been used with other examples in Oakland, such as the Cox Cadillac Building.
- ❖ Adequate renovation of the Train Station to restore it to its historic significance and create it as the cultural designation place envisioned by the Coalition requires that the public subsidy request and attendant development agreement occur prior to the approvals of the Project. The Train Station should also be renovated in the early stages of the Project, not towards the end, to prevent further deterioration.
- ❖ The parcel maps proposed isolates the Train Station to its own parcel. The developers have stated that they are planning on taking tax increment funds for the Train Station renovation. The developers, however, have stated that they do not believe they should meet the local requirements triggered by public subsidies, such as local hiring and prevailing wage, for the total project. Instead, their position appears to be that any local requirements attached to a public subsidy should only apply to the Train Station parcel. The developers should not be allowed to circumvent local norms and requirements. These issues must be resolved before the vesting parcel maps are approved.

III. THE GENERAL PLAN SHOULD NOT BE AMENDED AND THE WOOD STREET ZONING DISTRICT CREATED WITHOUT WRITTEN GUARANTEES MITIGATING THE PROJECT'S NEGATIVE IMPACTS OF GENTRIFICATION, DISPARATE IMPACT, AND VIOLATIONS OF LOCAL REQUIREMENTS AND LAND USE PLANS

- ❖ The Planning Commission at the October 20, 2004 hearing on the EIR directed the Planning Director to conduct a separate social economic impact study, in response to concerns raised by Coalition members regarding project impacts. The Coalition raised areas of impact including poverty, housing conditions, access to jobs, community amenities and services, access to open space, etc. However, this social economic impact study on the impact areas and alternatives identified by Coalition members was never conducted. See 3/14/05 Letter from Jeremy Hays, Urban Strategies Council; Howard Greenwich, East Bay Alliance for Sustainable Economy; and Dr. Rajiv Bhatia, UCSF. The community is ill-served when such a large-scale project is approved without adequate understanding, and therefore, proper mitigation of its many impacts, most of which will be irreversible.
- ❖ The Mundie Report acknowledges that this Project will exacerbate gentrification and cause indirect displacement of low-income West Oakland residents. See FEIR, Appendix C. The report recognizes that there are "Winners" and "Losers" of the

Project.² This Project, however, fails to mitigate for the gentrification impacts without any guarantees of inclusionary housing, pursuant to state redevelopment law requirements. Nor does the Project mitigate the segregation and exclusion impacts that will result from this Project without on-site inclusionary housing guarantees.³

- ❖ Under State planning guidelines, the City should not amend its General Plan without incorporating environmental justice principles.⁴ This Project by causing indirect displacement and gentrification violates those environmental justice principles.⁵ Inclusionary housing, as provided in state redevelopment law, is the proper mitigation for such disparate impacts.
- ❖ Over 10 applicable land use plans direct that development in this area would include mixed income housing, local hiring, prevailing wage, and cultural preservation. See Wilson Sonsini and EBCLC Comments to DEIR. These are Oakland's values and norms and all development, especially large-scale projects, should abide by them. The General Plan, which operates as the City's guiding framework, should not be changed to accommodate the Project without the inclusion of such community benefits to mitigate the harm from this Project.

IV. THE OAKLAND ARMY BASE REDEVELOPMENT PLAN SHOULD NOT BE AMENDED UNLESS INCLUSIONARY HOUSING IS PROVIDED ON-SITE AND MET BY THE DEVELOPERS.

- ❖ State redevelopment laws require inclusionary housing in new housing development projects in redevelopment project areas, recognizing the attendant gentrification and displacement impacts.⁶ This Project triggers a 15% to 30% inclusionary housing requirement, from 234 to 468 new housing units.⁷ It would be grossly unfair to pass the entire fiscal burden onto taxpayers.
- ❖ The Planning Commission has an opportunity to recommend how state redevelopment inclusionary housing requirements will be met. The Coalition is asking the Commission to recommend providing inclusionary housing on-site as the only alternative that adequately mitigates the identified gentrification impacts of this Project, as well as is the most accountable to Oakland's taxpayers. The City's plan for addressing the state inclusionary requirements should be adopted at the same time as the project's approvals. As evidenced by the Coalition's feasibility study, it is fiscally

² The Mundie Report defines Project "Winners" as new residents, property owners, and those that manage to stay; and "Losers" as tenants who face rent increases, expiring Section 8 agreements, or evictions due to owner move-in or conversion.

³ See West Oakland Data Book, Attached to DEIR Comment Letter, Jeremy Hays, Urban Strategies Council.

⁴ The Governor's Office of Planning and Research (OPR) is required to provide guidance to cities and counties for integrating environmental justice into their general plans. State of California General Plan Guidelines (2003), at 21 citing CA Gov't Code §65040.12 (c). OPR "recommends incorporating policies supportive of environmental justice in all of the mandatory elements of the general plan." *Id.* at 24.

⁵ The disparate impact of gentrification impacts of this Project on low-income, predominately African American West Oakland residents; as well as unmitigated environmental impacts on asthma conditions, violate environmental justice principles. *Id.* at 21-27.

⁶ CA Health & Safety Code §33413(b)(2)(A).

⁷ See Staff Report for 3/16/05 Planning Commission hearing.

feasible for the developers to provide inclusionary housing by using some of the tax increment generated by the Wood St. project and the larger Oakland Army Base project area. See Coalition's Mitigations Proposal.

- ❖ The current industrial zoning for the project area was intended to increase much-needed living wage jobs for Oakland residents. Changing the zoning to residential use prevents this goal from being achieved. Local hiring and prevailing wages are appropriate mitigations for the lost opportunities created in the zoning changes. The local hiring and economic development goals are also contained in land use plans for the project area, and are not currently met in this Project. The feasibility of including these important community standards was not studied as requested by some Planning Commissioners at the January 26, 2005 hearing.
- ❖ The Coalition's inclusionary housing proposal is based upon a fiscal feasibility model that ensures an effective profit for the developers while mitigating against the gentrification impacts and enabling West Oakland residents to reside in and benefit from this Project. This is also a model that has been successfully implemented without public subsidies in over 107 California jurisdictions. See Coalition Mitigations Proposal.

V. THE PLANNING COMMISSION CANNOT TAKE ACTION UNTIL ADEQUATE TIME IS PROVIDED FOR THE PUBLIC TO REVIEW THE STAFF REPORT AND VOLUMINOUS NEW STUDIES ATTACHED AND PROVIDE ADEQUATE PUBLIC COMMENT.

- ❖ In a meeting with the Planning Director on February 15, 2005, Ms. Cappio agreed to provide the Coalition and public with the feasibility and any other studies, as well as staff report at least 10 days before the public hearing, understanding the large-scale nature and complexity of this Project.⁸ Neither the studies nor the staff report were provided 10 days before the hearing, and instead both the public and Planning Commission was given only 6 days to review many highly technical documents.
- ❖ Public accountability requires that the Planning Commission reschedule or continue the hearing to ensure sufficient time for community residents and organizations to fully participate in the public process.

VI. THE COMMUNITY MITIGATIONS PROPOSAL FOR THE PROJECT ENSURES FULL PRESERVATION OF THE TRAIN STATION, INCLUSION AND DESEGREGATION IN HOUSING, ENVIRONMENTAL PROTECTIONS, AND EMPLOYMENT FOR OAKLANDERS WITH PREVAILING WAGES AND WORKER PROTECTIONS

- ❖ Please see the Coalition's Community Mitigation and Benefits Proposals.

⁸ This meeting was also attended by Amanda Brown-Stevens, aide to Councilmember Nadel, as well as several members of the Coalition. See attached 2/16/05 Letter.

Date: March 16, 2005

To: City of Oakland Planning Commissioners

From: Jeremy Hays, Urban Strategies Council; Howard Greenwich, East Bay Alliance for Sustainable Economy; Dr. Rajiv Bhatia, University of California, San Francisco

Cc: 16th & Wood Train Station Coalition

RE: The Proposed Wood Street Project: a Policy and Planning Framework

In testimony and written comment on the Wood Street / Train Station Project, both community members and planning commissioners raised concerns that the proposed project would cause significant and adverse impacts on the West Oakland Community. Furthermore, many have suggested specific project improvements that would ensure that all West Oakland residents would benefit from the project, including its most vulnerable residents. In response to these concerns, the Planning Department publicly agreed to conduct an assessment of the social and economic impacts of the Wood Street Project. Several local organizations with expertise in community development offered to assist the Planning Department in developing the scope of and conducting research for the assessment.

Unfortunately, the Planning Department's recent publication, *The Proposed Wood Street Project: a Policy and Planning Framework (the Mundie Report)*, falls far short of community expectations and does not meet the standard of a community impact report (CIR). This is partly explained by the fact that Planning Department did not involve or consult any of the stakeholders who had raised concerns about community impacts. This memo provides a short critique of the Mundie Report, focusing on the following four issues:

1. The Report does not assess the project's impact on issues critical to West Oakland residents, including poverty, employment and community services.
2. The Report acknowledges gentrification and displacement effects, but provides no additional analysis to quantify the scope or scale.
3. The Report fails to discuss inclusionary housing requirements, a proven affordable housing strategy in California that can help mitigate the project's impacts on displacement.
4. The Report fails to adequately assess the feasibility of community-proposed project modifications.

In reading this critique as well as our original request for the study of community impacts, we hope the Planning Commission will consider on the following public policy questions:

- *How can development on this property best serve the needs of West Oakland and Oakland residents?*
- *How can the City ensure a more fair distribution of the benefits of development?*
- *How can the City help ensure mitigation for harm to residents that will be caused by this development?*

THE MUNDIE REPORT IS NOT A COMMUNITY IMPACT REPORT

First and foremost, the report is not an assessment of the project's impact on social and economic conditions in West Oakland. A true assessment of the project would follow the logic of an environmental impact report: what are the baseline conditions and how would the project improve or degrade those conditions? The Mundie Report does not provide even a rudimentary analysis of social and economic conditions before the project is built, such as poverty, access to jobs, community amenities and services, access to open space and housing conditions. The report then fails to provide the most basic information about how these conditions would be affected.

Instead, the Mundie Report discusses issues mostly tangential to community concerns. Chapter One frames the primary policy question narrowly as a choice between industrial and residential use. Chapter Two provides a market analysis for residential development from the perspective of developers. Chapter Three attempts to describe project benefits, but does not go beyond the dollars invested in the development and related city revenues. This chapter also describes the project sponsors' perspective of needs for development. Chapter Four acknowledges that the Wood Street project would contribute to gentrification and cause indirect displacement of West Oakland residents; however, the Mundie Report accepts displacement as an inevitable consequence of redevelopment and dismisses the need to study impacts or protect residents from project-related effects. (See discussion below.) Chapter Five provides a menu of affordable housing production, retention, and stabilization strategies that might be applied citywide, but omits discussion of possible project specific mitigations.

THE REPORT ACKNOWLEDGES GENTRIFICATION AND RESIDENT DISPLACEMENT BUT DOES NOT STUDY ITS ADVERSE IMPACTS

The section on gentrification is the only part of the report to respond to an issue raised by the community critics. The report describes gentrification, acknowledges gentrification is occurring in West Oakland, but provides no new analysis of the magnitude of the problem, the specific impacts of the Wood Street Development, or the human impacts of indirect displacement.

The report does concur with other research that the Wood Street Project would contribute to indirect and exclusionary displacement of West Oakland Residents. It states:

Simply put, the construction of 1,100 to 1,600 market-rate housing units on the project would establish a critical mass of new development that would **change the character of the neighborhood**, making it a more attractive place for middle-income households. As the project becomes fully occupied, additional households may become willing to buy or rent housing in the blocks nearby. This increased demand for existing West Oakland housing will drive up the prices of units that are not price-controlled, **leading to indirect and exclusionary displacement**. (Mundie Report, p. 41., emphasis added)

The Report does not acknowledge or analyze the indirect social, health, financial, or environment consequences for West Oakland Residents who would be subject to displacement. These consequences include stress, substandard replacement housing, crowding, the loss of social support, and homelessness. Ample evidence of relationships between displacement and

adverse health and social impacts are included in expert testimony and written commentary provided by the Coalition and supporters.¹

It is notable, that the Report describes Gentrification as both inevitable and as a process that inevitably has "winners" and "losers" (Mundie Report, p.38) According to the Mundie Report, **winners** are new residents, property owners, and those that manage to stay. **Losers** are tenants who face rent increases, expiring Section 8 agreements, or evictions due to owner move-in or conversion. The Report does make clear that **losers** bear all of the project's human costs while **winners** benefit from the development.

The Report also goes on to describe the necessity of gentrification (and the displacement of West Oakland Residents) for the success of the development. The Report describes the importance of attracting a "critical mass" of new residents to establish an "identity for the project as a "new location" and spark a "change in the market perception of the neighborhood." The Report speculates that such identity change is necessary to reduce the developer's financial risk. The Report thus makes explicit that a change in the character and the people of the West Oakland Neighborhood is a specific aim of the project.

The Report asserts the response to the problem of gentrification primarily requires the production and stabilization of affordable housing at the citywide level, ideally in neighborhoods without high proportions of low-income residents. However, factors such as available land, allowed residential densities, housing production costs, and resident attitudes to integration and density make it highly improbable that significant affordable units will be built in other than Oakland's flatland neighborhoods.

Like many neighborhoods in the Bay Area, West Oakland has working families struggling under high rent burdens. These residents are part of the cultural fabric of West Oakland. Solutions that mitigate gentrification in West Oakland by asking people to move to affordable housing elsewhere in Oakland are unjust.

THE REPORT FAILS TO CONSIDER PROJECT SPECIFIC MITIGATIONS FOR INDIRECT DISPLACEMENT SUCH AS INCLUSIONARY HOUSING REQUIREMENTS

Affordable housing strategies in response to Wood Street Project impacts on displacement must focus on West Oakland, not the City as a whole. The Mundie Report identifies diverse programs and strategies for strengthening affordable housing resources; however, the Mundie report utterly fails to discuss project specific mitigations for displacement.

The complete absence of below-market rate (BMR) inclusionary housing as a strategy for affordable housing and mitigating displacement in West Oakland is an omission that undermines the credibility of the Mundie Report. While inclusionary housing is only one component of a comprehensive strategy to prevent displacement, dozens of California cities and counties have successfully applied inclusionary requirements to private development, resulting in affordable housing without public subsidies.

There is a well established nexus between inclusionary housing and the mitigation of adverse human impacts of displacement. As the Mundie Report recognizes, Redevelopment Law

¹ For example, See Letter 45, Page 4-307-320, Final Environmental Impact Report, Wood Street Project, February 7th, 2005.

explicitly includes an inclusionary requirement in order to "...compensate for the direct, indirect, and exclusionary displacement of low and moderate income households and housing supplies that may result from redevelopment..." (Mundie Report, p. 46) Because an inclusionary requirement for the Wood Street Project could help prevent adverse community impact, we believe it is useful to help clarify some issues related to inclusionary housing, not addressed in the report:

- ***Inclusionary housing requirements have been shown to be feasible for privately funded developments.*** One hundred and seven California communities have adopted inclusionary housing requirements and this strategy has resulted in over 34,000 affordable homes and apartments over the past 30 years.²
- ***Below-market units can be produced without public subsidy.*** Housing costs are primarily determined by the market rate of comparable housing at the time of sale. Evidence does not support claims that inclusionary units are subsidized by market-rate consumers. According to a recent article in *Zoning Practice*, evidence from programs in several large California cities supports claims that BMR inclusionary requirements produced without public subsidy do not inhibit housing development.³
- ***Asking the developer to provide housing without subsidy is reasonable and feasible.*** The land for the Wood Street project was acquired zoned for industrial use. Rezoning to a residential use will substantially increase the value of land. This entitlement makes inclusionary BMR requirements economically feasible even with developer needs for return on risk. Inclusionary requirements are also fair since developers benefit from relatively cheap land and the zoning entitlement.
- ***Projects with inclusionary requirements will still generate significant property tax increments.*** Requiring the developers to produce a small fraction of BMR units would generate both affordable units directly and provide TIF funds for affordable housing projects elsewhere.

THE REPORT FAILS TO STUDY THE FEASIBILITY OF PROJECT ALTERNATIVES PROVIDING SIGNIFICANT COMMUNITY BENEFITS

In addition to inclusionary housing requirements, the community-suggested proposals for changes to the Wood Street Development project include: (1) ensuring the prioritization of employment opportunities for Oakland residents through "first-source" hiring provisions; (2) Ensuring 'living-wage' employment opportunities through a project—labor agreement; and (3) rehabilitation of the Train Station as a community serving space. A complete CIR should have evaluated and analyzed such alternatives. A failure to seriously evaluate community suggested ideas both limits the Commission's ability to make a good decision and inhibits democratic participation.

Available tools allow the commission to evaluate the feasibility of a range of project related community benefits. For example, a residual value analysis of the proposed development allows the Commission to establish the economic feasibility of the project under a variety of conditions. Conducting a residual value analysis is common practice. The Sedway Group recently conducted a residual value analysis to evaluate the financial feasibility of residential

² Inclusionary Housing in California: 30 years of Innovation. California Coalition for Rural Housing and Non-Profit Housing Association of Northern California. 2003.

³ Nicholas Brunick. The Inclusionary Housing Debate: the Effectiveness of Mandatory Programs over Voluntary Programs. *Zoning Practice*. American Planning Association, 2004

development in the Rincon Hill Area to evaluate the effects of development impact fees.⁴ For example, the San Francisco Department of City Planning is currently conducting a similar analysis. These analysis will help the agency set the fee in a way that maintains the developers needed return on risk and thus will not create a disincentive for development.

CONCLUSIONS

We believe that the Mundie report represents a missed opportunity. Both Community members and Planning Commissioners requested a social and economic impact assessment, often referred to in California as a Community Impact Report (CIR). A true CIR can accomplish the following:

- help the City to accurately understand both the problems and opportunities created by development
- address both community and developer needs in a methodical and rational manner
- help develop project improvements that ensure all stakeholders will benefit.
- build trust among stakeholders – although this requires stakeholder involvement in the process.

The CIR is not a new idea. Both federal and state transportation agencies published guidelines for CIR-type analyses based on decades of successful experience. Local governments have often performed social and economic impact assessments as part of impact fee studies, CEQA studies and project cost benefit analyses. Two examples of CIR methods and data sources have been published by The Los Angeles Alliance for a New Economy (a case study of the Adams La Brea project in Los Angeles⁵) and, closer to home, Working Partnerships USA (a CIR policy proposal for the City of San Jose).⁶

⁴ Rincon Hill Area Financial Feasibility and Funding Analysis. The Sedway Group. July 24. (Available at: http://www.spur.org/documents/Rincon_Sedway_study.pdf)

⁵ Model Community Impact Report: the Adams—La Brea Project Los Angeles Alliance for a New Economy, 2003. (Available at: <http://www.laane.org/research/docs/ModelCIR.pdf>)

⁶ Available at: <http://www.wpusa.org/publications/index.pl?pub=sharedinc>

- ◇ A community participation plan for working to minimize environmental impacts of construction should be drafted and released immediately by the lead remediation monitoring agency and developers.
- ◇ The DTSC should be assigned as the lead government agency for Project remediation and monitoring. A Consultative Working Group of all relevant monitoring agencies, per the Project Designation Committee's instructions and the DTSC's request, should also be formed.
- ◇ The West Oakland Air Toxics Collaborative should be chosen as the community advisory group to the lead remediation agency. The developers and contractors should join WOATC and regularly attend its meetings.
- ◇ The lead remediation agency should have a dedicated community liaison to whom the community can turn to have their concerns heard and addressed as soon as possible.
- ◇ The lead remediation agency should schedule regular Environmental Community Meetings throughout construction to provide information on the monitoring of air quality, lead and other toxics in the land, and the water table.
- ◇ The lead remediation agency should issue weekly newsletters updating the community about construction activity on the Project and air quality levels.
- ◇ Daily soil toxicity tests should be conducted and community members warned of toxic conditions, as in the South Prescott Park remediation. Community members should be hired and trained to conduct these tests and warn neighbors.
- ◇ Air monitors should be installed on the Project and checked regularly. The community should be appraised of the results on a frequent and regular basis.
- ◇ An emergency response plan should be developed and released before the FEIR is approved. Similarly, a warning signal for toxic air quality should be developed and released before the FEIR is approved.

TRAFFIC

- ◇ The developers to pay an impact fee to expand AC Transit bus routes that will be impacted (buses 13 and 19) through West Oakland.
- ◇ The developers to create a dedicated BART shuttle like the Emery-Go-Round for development residents and the rest of the community with wage and benefit standards including pension that are on a level playing field with AC Transit and BART workers.
- ◇ The developers should pay an impact fee to put in sidewalks, crosswalks, speed bumps and stop signs all the way around Raimondi Park.
- ◇ The developers should study and hold community hearings on the circulation problems stemming from this project in conjunction with the new base conversion reuse and mitigate appropriately.

THE DEVELOPERS SHOULD ADDRESS WEST OAKLAND'S AFFORDABLE HOUSING NEEDS, MITIGATE THE PROJECT'S GENTRIFICATION IMPACTS, AND FOLLOW STATE REDEVELOPMENT LAW

The poverty rate in West Oakland is one of the highest in the Bay Area. While affordable housing exists in West Oakland, there is not nearly enough for all the families who need it. For example, about 3,500 low-income households in West Oakland are currently in need of affordable housing.⁵ The City's own report concludes that the Wood Street Project will exacerbate gentrification in West Oakland and cause the displacement of low-income residents. The Coalition Proposal to meet the community needs and mitigate the project's harms is based on the 30% affordable housing production requirement pursuant to State redevelopment law for private projects that receive some public subsidy⁶ or meet their affordable housing obligations offProject.⁷ State redevelopment laws also requires that 40% of those units be made available for very-low income residents.⁸

Unit Mix

- ❖ The development should have 600 rental units and 900 for-sale or an amount in that proportion (1/3 rental, 2/3 for sale). By having more rentals, more people in West Oakland will be able to afford to live here.
- ❖ The rental and for sale housing should be 10% 3-4 bedroom units so families can live in the development. The affordable housing should be 30% 3-4 bedroom units.

Affordability

- ❖ 30% of all the housing should be affordable to a range of low income and very low income families.
- ❖ See chart for more information.
- ❖ In addition, 10% of the remaining units should be set aside for Section 8 recipients. These units will be made available for market rate rents, but will be offered to residents on Section 8 as long as vouchers are available from Housing Authority.

Length of Affordability

- ❖ The affordable rental housing in this development should be affordable for at least 99 years and the homeownership in perpetuity utilizing deed restrictions.

West Oakland Residents First Preference

- ❖ To the extent the law allows, West Oakland residents should be given preference for the housing.

Loan qualification training and preparation will be subsidized to ensure that a large pool of local residents will qualify to purchase homes.

⁵ West Oakland Data Book, Urban Strategies Council, Attachment to DEIR Comment Letter of Jeremy Hays.

⁶CA Health & Safety Code §33413(b)(1). We have heard interest expressed by the Developers in receiving some public subsidy for the possibility of providing affordable housing.

⁷Id. at §33413(b)(2)(A)(ii).

⁸ Id.

The Developers Should Meet Oakland's Local Hiring and Prevailing Wage Requirements

The Developers should follow local requirements and standard practices that support fair jobs for Oaklanders.

Prevailing Wages

- ❖ All jobs created as a consequence of construction on this Project should meet prevailing wage standards. A Project of this size, without wage standards, will destabilize local Area Wage Standards and dramatically increase the use of out of area workers paid low wages without benefits. This will then increase the demand on local social services paid for by local tax dollars. The City of Oakland's prevailing wage standards should be enforced.

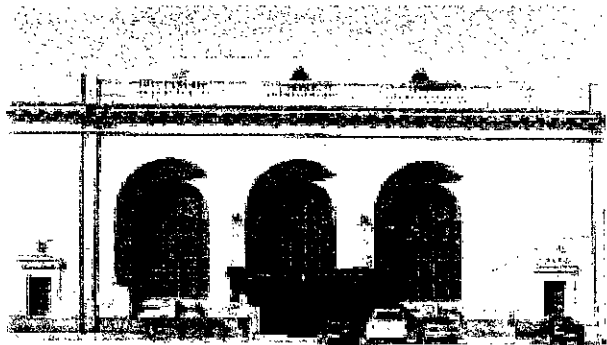
Local Hiring & Apprenticeship

- ❖ The current City policy for its Local Employment Program is that 50% of the work hours must be performed by Oakland residents (on a craft by craft basis), and a minimum of 50% of new hires must be Oakland residents. A contractor must achieve the goals or secure an exemption from the City.
- ❖ The City of Oakland requires 100% of all apprenticeship hours be performed by Oakland residents. This should include specific plans to recruit and employ West Oakland residents into entry-level apprenticeship positions.
- ❖ The Developers should work with West Oakland and other groups to facilitate West Oakland residents to receive the new hires and apprenticeships.
- ❖ The Developers should pay for the City's monitoring of the local hiring goals.

Permanent Jobs

- ❖ Long-term jobs created as a consequence of this Project, such as landscaping, security and other positions, should be set at the City of Oakland's living wage standard with a preference to hire West Oakland and then Oakland residents, respectively.

THE DEVELOPERS SHOULD FULLY PRESERVE THE TRAIN STATION TO ENSURE NATIONAL LANDMARK STATUS AND FEDERAL RENOVATION FUNDS



The 16th & Wood Train Station is eligible for the national registry. Demolition of the historic Baggage Wing not only denigrates the history of the Porters but also jeopardizes the ability of the Train Station to receive this national honor and attendant federal renovation funds.

A Community Vision for Creating Oakland as a National Tourist Destination

FULL PRESERVATION

- ◇ **The Baggage Wing should not be demolished for historical, practical, and cultural reasons.**
 - **Historical Integrity:** Any destruction of the Baggage Wing will reduce the historical integrity of the Train Station and compromise the Station's eligibility to register with the National Registry of Historic Places and subsequently receive federal renovation funds.
 - **Practical Functionality:** The Baggage Wing is necessary to provide 1) office space to support the Main Hall activities and 2) museum space to display and preserve original artifacts. Since the Baggage Wing the only original enclosed space where temperature, lighting, and security can be completely controlled, is the only place where historical artifacts can be properly stored and displayed.
 - **Cultural Significance:** The African-American history of the Train Station is tied into the Baggage Wing. During segregation times, African-American workers at the Train Station (i.e. porters, Redcaps, dining car waiters) were forced to mainly work and respite in the Baggage Wing.
- ◇ **The Elevated Tracks and platform should not be demolished because of historical accuracy.**
 - The tracks and platform are central to preserve the look and feel of the historic Train Station. Without tracks, much of the story of the Train Station is lost.

REHABILITATION

- ◇ **The Train Station should be restored fully,**
- ◇ **The design should be inviting and include plenty of seating inside and outside.**

HISTORICAL REUSE

- ◇ **Original Artifacts should be displayed in the Baggage Wing.** These artifacts would include:
 - Statues of Pullman Porters
 - Original Train memorabilia
 - Photographs that depict Train Station history from the 1940's on
- ◇ **Visual displays, photographs, and films should be exhibited in the Main Hall.**
 - Visual displays - about the Pullman Porters, the historical importance of the Train Station.
 - Film Room - would screen documentary films about the Train Station or other films that commemorate African-American history.

- Oral History Exhibit – videotapes of elders in the community telling stories about the Train Station
- ◊ An authentic Pullman Car should be displayed on the out-of-service Train Tracks.

CULTURAL REUSE

- ◊ There should be a variety of cultural programming going on in the Main Hall/Baggage Wing that commemorates and preserves the African-American and multi-racial history of the Train Station.
 - Theatrical Reenactments: of original uses of Train Station (Shows that would go on in the Main Hall)
 - Tours: of the Main Hall, Baggage Wings, and other buildings on property (Pacific Coast Cannery)
 - Community Space – local groups should be able to use the space for meetings, events, programming
 - Trolley Tour – Train Station should be one stop on a historical tour of Oakland that is given on a (track-free) trolley with wheels. This is an inexpensive way to give the feel of being on a old trolley without the cost of putting in the lines.
 - Musical performances in the Train Station
 - Movie showings/concerts in the Plaza

ECONOMIC REUSE:

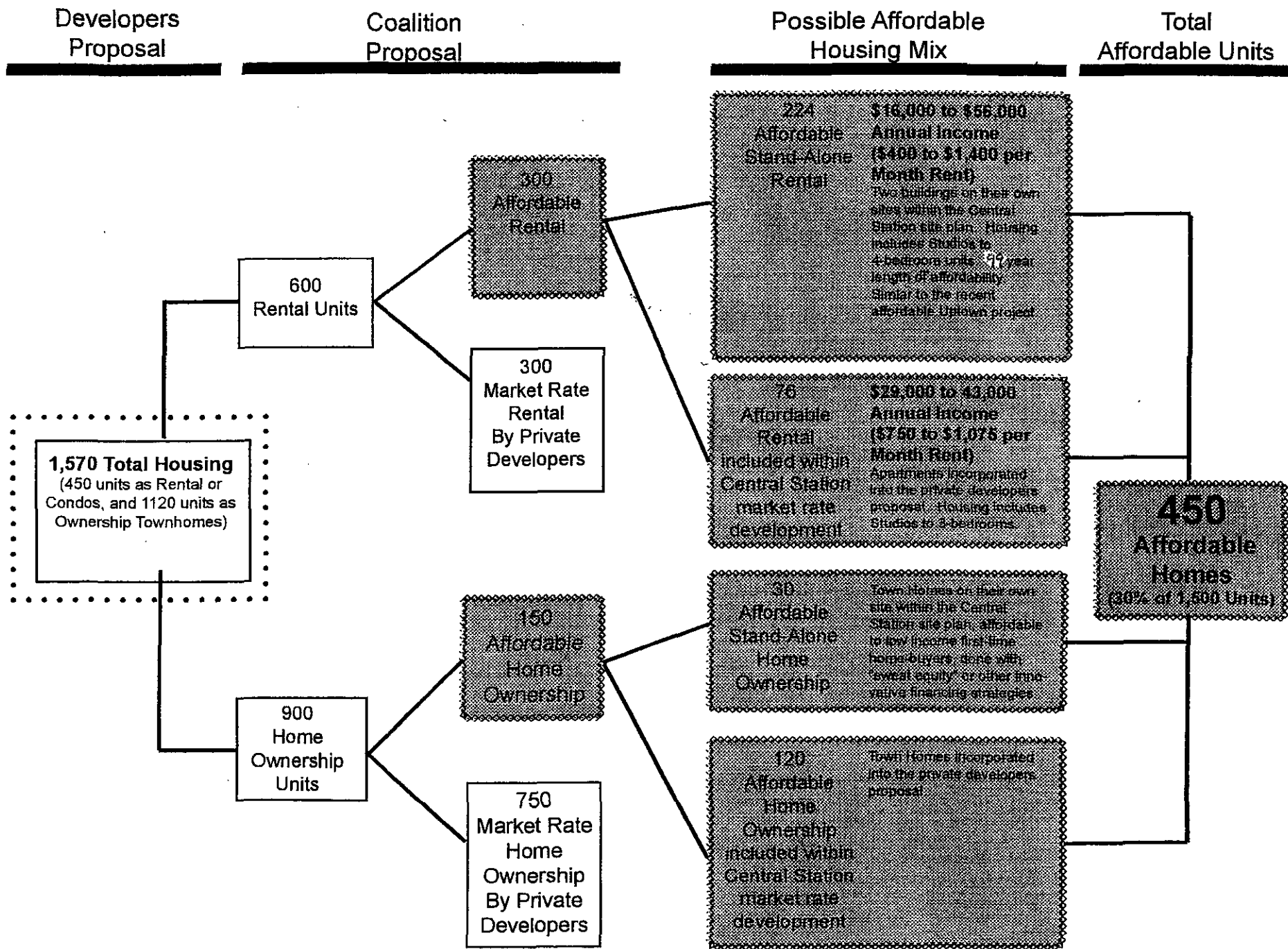
- ◊ **Businesses**
 - Restaurants should have a local presence and/or be small businesses.
 - Restaurants/shops should hire local residents.
 - Rental Space: weddings, banquets, meetings, etc.
 - Potential rail reuse and housing of train cars for rail enthusiasts.
- ◊ **Revenue from Programming/Tourism**
 - Museum Entrance Fees, tours
 - Rental Space – Main hall could be rented for meetings, banquets, concerts, etc.
 - Fees for youth classes
 - Tickets sales from Trolley Tour – Train Station should be one stop on a historical tour of Oakland that is given on a (track-free) trolley with wheels.
 - Movie showings/concerts in the Plaza

EDUCATIONAL/TRAINING REUSE

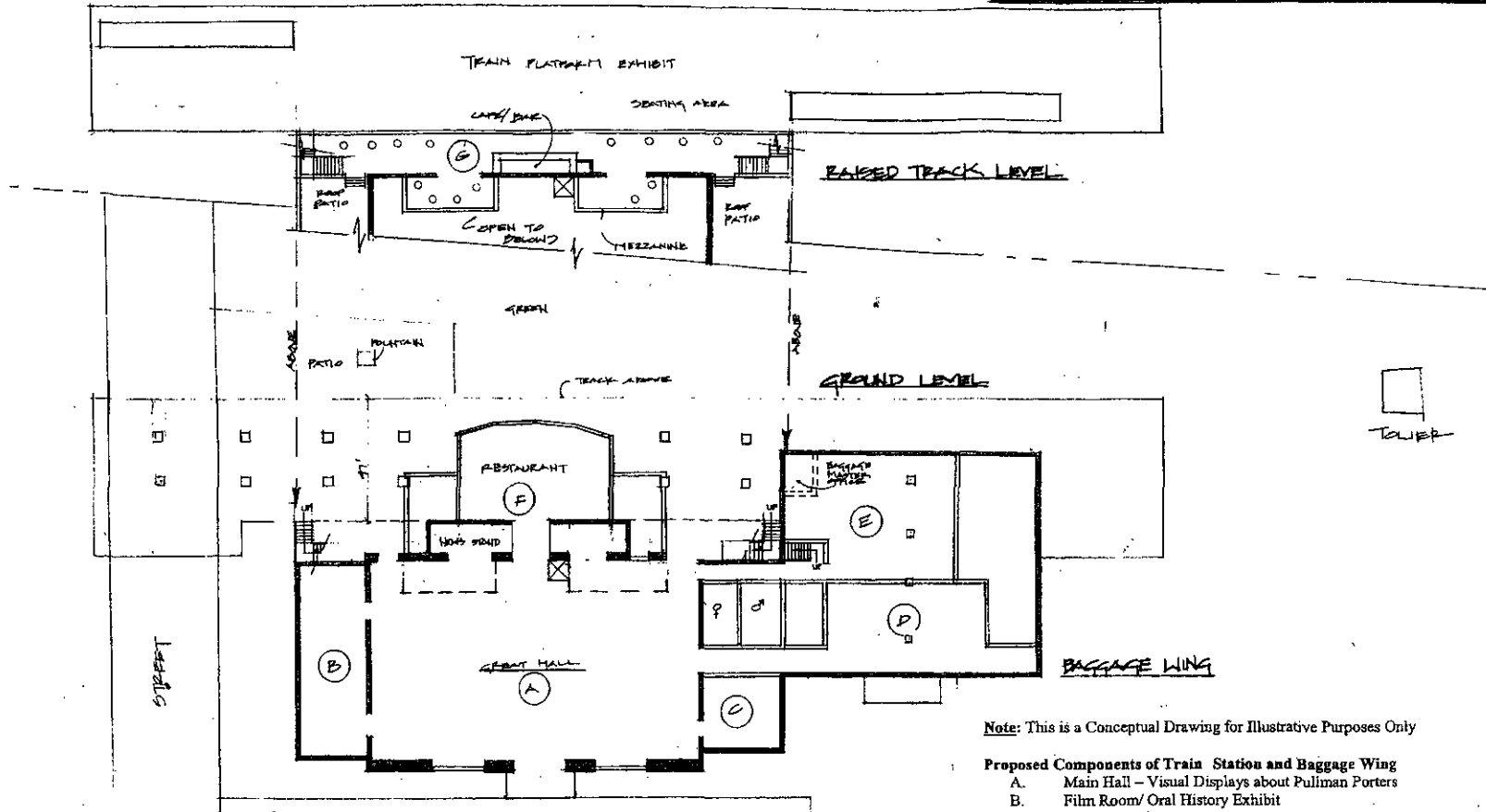
- ◊ **Employment/Jobs Training**
 - Jobs-training program (especially for youth)
 - Local Hiring - of residents as managers, museum docents, janitors, tour guides, etc.
- ◊ **Educational Reuse:**
 - Youth Programming – about history of Train Station. Classes could be offered at the Train Station but an educational curriculum/workshop about the Station would also be offered at local schools
 - Other youth activities: arts classes, etc.

COMMUNITY CONTROL

- ◊ Controlled by West Oakland residents
- ◊ Run/operated by the community
- ◊ Eventually a non-profit operation with a Board of Directors
- ◊ In the interim, have an Advisory Committee that guides the non-profit process.



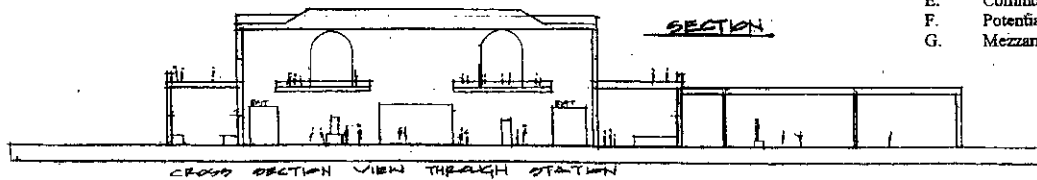
TRAIN STATION RE-USE PLAN



Note: This is a Conceptual Drawing for Illustrative Purposes Only

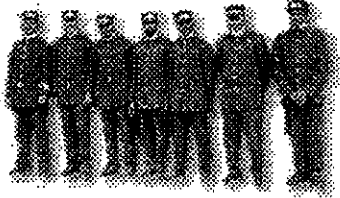
Proposed Components of Train Station and Baggage Wing

- A. Main Hall - Visual Displays about Pullman Porters
- B. Film Room/ Oral History Exhibit
- C. Museum Gift Shop
- D. Original Artifact Display and Archives
- E. Community Meeting Space/Offices
- F. Potential Restaurant and Outdoor Patio Area
- G. Mezzanine Level Café/Bar overlooking Elevated Tracks



CROSS SECTION VIEW THROUGH STATION

**16th & Wood
Train Station
Coalition
2485 W. 14th St.
Oakland, CA 94607
510-763-5877**



Members

7th Street Parent Leadership
Engagement Academy

A. Phillip Randolph Institute

Alameda County Central Labor
Council, AFL-CIO

Asian Pacific Environmental Network

BACSIC

Brother's Keeper

Building and Construction Trades
Council of Alameda County, AFL-CIO

Coalition for West Oakland
Revitalization

East Bay Alliance for a Sustainable
Economy

East Bay Community Law Center

East Bay Housing Organizations

West Oakland Environmental
Indicators Project

Just Cause Oakland

Lovellife Foundation

Men of Valor

Oakland Artists

Oakland Tenants Union

Pacific Institute

SEIU Local 616

Sierra Club, Bay Area Chapter

St. Mary's Center

Urban Habitat

Urban Strategies Council

MARCH 16, 2005

TO: CITY OF OAKLAND PLANNING COMMISSION
FR: 16TH & WOOD TRAIN STATION COALITION

**RECOMMENDED PLANNING COMMISSION ACTIONS FOR PUBLIC
ACCOUNTABILITY, AND FAIR MITIGATIONS FROM WOOD
STREET PROJECT**

The 16th & Wood Train Station Coalition is asking the City of Oakland's Planning Commission to ensure that the approvals process for the Wood Street Project is done in a way that is transparent and accountable to Oakland residents. We have an opportunity to ensure that one of the largest developments in West Oakland's history mitigates the known harms to West Oakland residents, preserves an American landmark, and protects Oakland's taxpayers. The Coalition is providing the following recommendations for the Planning Commission's consideration.

**I. THE FINAL EIR SHOULD NOT BE CERTIFIED UNTIL
IMPACTS OF THE PROJECT TO THE WEST OAKLAND
ENVIRONMENT AND RESIDENTS ARE ADEQUATELY STUDIED AND
MITIGATED.**

- ❖ The EIR failed to study many required impacts under CEQA, including the exacerbation of air quality impacts to the existing asthma crisis in West Oakland, the cumulative effects on public services, land toxicity, etc. See Coalition Comment Letters to DEIR.
- ❖ The EIR findings of no displacement are contradicted by the City's report conducted by Mundie Associates and attached to the Final EIR. In addition, the separate social economic impact study failed to study the potential impacts identified by the Coalition. See section IV for more description.
- ❖ The renovation of the Train Station raises complex issues. The legal issue of whether demolition of the baggage wing jeopardizes obtaining federal renovation funds for the Train Station must be resolved before any statement of overriding consideration is approved for the demolition of the baggage wing. See 3/14/05 Letter from Oakland Heritage Alliance.
- ❖ The feasibility study for the Train Station relies upon land sale transactions from one developer to another where Build paid significantly more than the current value for the land.¹ Why should Oaklanders pay for a private, speculative investment decision that results in the destruction of the historic baggage wing?

II. THE FIVE VESTING PARCEL MAPS SHOULD NOT BE APPROVED UNLESS CHANGED TO ENSURE PROTECTION OF THE TRAIN STATION AND NO CIRCUMVENTION OF LOCAL LAWS IS GUARANTEED

- ❖ The proposed lot lines on the Parcel Maps go through the Train Station, dividing the baggage wing from the main hall and dividing the ownership of the Train Station. This division jeopardizes the preservation of the Train Station. This tactic has been used with other examples in Oakland, such as the Cox Cadillac Building.
- ❖ Adequate renovation of the Train Station to restore it to its historic significance and create it as the cultural designation place envisioned by the Coalition requires that the public subsidy request and attendant development agreement occur prior to the approvals of the Project. The Train Station should also be renovated in the early stages of the Project, not towards the end, to prevent further deterioration.
- ❖ The parcel maps proposed isolates the Train Station to its own parcel. The developers have stated that they are planning on taking tax increment funds for the Train Station renovation. The developers, however, have stated that they do not believe they should meet the local requirements triggered by public subsidies, such as local hiring and prevailing wage, for the total project. Instead, their position appears to be that any local requirements attached to a public subsidy should only apply to the Train Station parcel. The developers should not be allowed to circumvent local norms and requirements. These issues must be resolved before the vesting parcel maps are approved.

III. THE GENERAL PLAN SHOULD NOT BE AMENDED AND THE WOOD STREET ZONING DISTRICT CREATED WITHOUT WRITTEN GUARANTEES MITIGATING THE PROJECT'S NEGATIVE IMPACTS OF GENTRIFICATION, DISPARATE IMPACT, AND VIOLATIONS OF LOCAL REQUIREMENTS AND LAND USE PLANS

- ❖ The Planning Commission at the October 20, 2004 hearing on the EIR directed the Planning Director to conduct a separate social economic impact study, in response to concerns raised by Coalition members regarding project impacts. The Coalition raised areas of impact including poverty, housing conditions, access to jobs, community amenities and services, access to open space, etc. However, this social economic impact study on the impact areas and alternatives identified by Coalition members was never conducted. See 3/14/05 Letter from Jeremy Hays, Urban Strategies Council; Howard Greenwich, East Bay Alliance for Sustainable Economy; and Dr. Rajiv Bhatia, UCSF. The community is ill-served when such a large-scale project is approved without adequate understanding, and therefore, proper mitigation of its many impacts, most of which will be irreversible.
- ❖ The Mundie Report acknowledges that this Project will exacerbate gentrification and cause indirect displacement of low-income West Oakland residents. See FEIR, Appendix C. The report recognizes that there are "Winners" and "Losers" of the

Project.² This Project, however, fails to mitigate for the gentrification impacts without any guarantees of inclusionary housing, pursuant to state redevelopment law requirements. Nor does the Project mitigate the segregation and exclusion impacts that will result from this Project without on-site inclusionary housing guarantees.³

- ❖ Under State planning guidelines, the City should not amend its General Plan without incorporating environmental justice principles.⁴ This Project by causing indirect displacement and gentrification violates those environmental justice principles.⁵ Inclusionary housing, as provided in state redevelopment law, is the proper mitigation for such disparate impacts.
- ❖ Over 10 applicable land use plans direct that development in this area would include mixed income housing, local hiring, prevailing wage, and cultural preservation. See Wilson Sonsini and EBCLC Comments to DEIR. These are Oakland's values and norms and all development, especially large-scale projects, should abide by them. The General Plan, which operates as the City's guiding framework, should not be changed to accommodate the Project without the inclusion of such community benefits to mitigate the harm from this Project.

IV. THE OAKLAND ARMY BASE REDEVELOPMENT PLAN SHOULD NOT BE AMENDED UNLESS INCLUSIONARY HOUSING IS PROVIDED ON-SITE AND MET BY THE DEVELOPERS

- ❖ State redevelopment laws require inclusionary housing in new housing development projects in redevelopment project areas, recognizing the attendant gentrification and displacement impacts.⁶ This Project triggers a 15% to 30% inclusionary housing requirement, from 234 to 468 new housing units.⁷ It would be grossly unfair to pass the entire fiscal burden onto taxpayers.
- ❖ The Planning Commission has an opportunity to recommend how state redevelopment inclusionary housing requirements will be met. The Coalition is asking the Commission to recommend providing inclusionary housing on-site as the only alternative that adequately mitigates the identified gentrification impacts of this Project, as well as is the most accountable to Oakland's taxpayers. The City's plan for addressing the state inclusionary requirements should be adopted at the same time as the project's approvals. As evidenced by the Coalition's feasibility study, it is fiscally

² The Mundie Report defines Project "Winners" as new residents, property owners, and those that manage to stay, and "Losers" as tenants who face rent increases, expiring Section 8 agreements, or evictions due to owner move-in or conversion.

³ See West Oakland Data Book, Attached to DEIR Comment Letter, Jeremy Hays, Urban Strategies Council.

⁴ The Governor's Office of Planning and Research (OPR) is required to provide guidance to cities and counties for integrating environmental justice into their general plans. State of California General Plan Guidelines (2003), at 21 citing CA Gov't Code §65040.12 (c). OPR "recommends incorporating policies supportive of environmental justice in all of the mandatory elements of the general plan." *Id.* at 24.

⁵ The disparate impact of gentrification impacts of this Project on low-income, predominately African American West Oakland residents, as well as unmitigated environmental impacts on asthma conditions, violate environmental justice principles. *Id.* at 21-27.

⁶ CA Health & Safety Code §33413(b)(2)(A).

⁷ See Staff Report for 3/16/05 Planning Commission hearing.

feasible for the developers to provide inclusionary housing by using some of the tax increment generated by the Wood St. project and the larger Oakland Army Base project area. See Coalition's Mitigations Proposal.

- ❖ The current industrial zoning for the project area was intended to increase much-needed living wage jobs for Oakland residents. Changing the zoning to residential use prevents this goal from being achieved. Local hiring and prevailing wages are appropriate mitigations for the lost opportunities created in the zoning changes. The local hiring and economic development goals are also contained in land use plans for the project area, and are not currently met in this Project. The feasibility of including these important community standards was not studied as requested by some Planning Commissioners at the January 26, 2005 hearing.
- ❖ The Coalition's inclusionary housing proposal is based upon a fiscal feasibility model that ensures an effective profit for the developers while mitigating against the gentrification impacts and enabling West Oakland residents to reside in and benefit from this Project. This is also a model that has been successfully implemented without public subsidies in over 107 California jurisdictions. See Coalition Mitigations Proposal.

V. THE PLANNING COMMISSION CANNOT TAKE ACTION UNTIL ADEQUATE TIME IS PROVIDED FOR THE PUBLIC TO REVIEW THE STAFF REPORT AND VOLUMINOUS NEW STUDIES ATTACHED AND PROVIDE ADEQUATE PUBLIC COMMENT.

- ❖ In a meeting with the Planning Director on February 15, 2005, Ms. Cappio agreed to provide the Coalition and public with the feasibility and any other studies, as well as staff report at least 10 days before the public hearing, understanding the large-scale nature and complexity of this Project.⁸ Neither the studies nor the staff report were provided 10 days before the hearing, and instead both the public and Planning Commission was given only 6 days to review many highly technical documents.
- ❖ Public accountability requires that the Planning Commission reschedule or continue the hearing to ensure sufficient time for community residents and organizations to fully participate in the public process.

VI. THE COMMUNITY MITIGATIONS PROPOSAL FOR THE PROJECT ENSURES FULL PRESERVATION OF THE TRAIN STATION, INCLUSION AND DESEGREGATION IN HOUSING, ENVIRONMENTAL PROTECTIONS, AND EMPLOYMENT FOR OAKLANDERS WITH PREVAILING WAGES AND WORKER PROTECTIONS

- ❖ Please see the Coalition's Community Mitigation and Benefits Proposals.

⁸ This meeting was also attended by Amanda Brown-Stevens, aide to Councilmember Nadel, as well as several members of the Coalition. See attached 2/16/05 Letter.

Date: March 16, 2005

To: City of Oakland Planning Commissioners

From: Jeremy Hays, Urban Strategies Council; Howard Greenwich, East Bay Alliance for Sustainable Economy; Dr. Rajiv Bhatia, University of California, San Francisco

Cc: 16th & Wood Train Station Coalition

RE: The Proposed Wood Street Project: a Policy and Planning Framework

In testimony and written comment on the Wood Street / Train Station Project, both community members and planning commissioners raised concerns that the proposed project would cause significant and adverse impacts on the West Oakland Community. Furthermore, many have suggested specific project improvements that would ensure that all West Oakland residents would benefit from the project, including its most vulnerable residents. In response to these concerns, the Planning Department publicly agreed to conduct an assessment of the social and economic impacts of the Wood Street Project. Several local organizations with expertise in community development offered to assist the Planning Department in developing the scope of and conducting research for the assessment.

Unfortunately, the Planning Department's recent publication, *The Proposed Wood Street Project: a Policy and Planning Framework (the Mundie Report)*, falls far short of community expectations and does not meet the standard of a community impact report (CIR). This is partly explained by the fact that Planning Department did not involve or consult any of the stakeholders who had raised concerns about community impacts. This memo provides a short critique of the Mundie Report, focusing on the following four issues:

1. The Report does not assess the project's impact on issues critical to West Oakland residents, including poverty, employment and community services.
2. The Report acknowledges gentrification and displacement effects, but provides no additional analysis to quantify the scope or scale.
3. The Report fails to discuss inclusionary housing requirements, a proven affordable housing strategy in California that can help mitigate the project's impacts on displacement.
4. The Report fails to adequately assess the feasibility of community-proposed project modifications.

In reading this critique as well as our original request for the study of community impacts, we hope the Planning Commission will consider on the following public policy questions:

- *How can development on this property best serve the needs of West Oakland and Oakland residents?*
- *How can the City ensure a more fair distribution of the benefits of development?*
- *How can the City help ensure mitigation for harm to residents that will be caused by this development?*

THE MUNDIE REPORT IS NOT A COMMUNITY IMPACT REPORT

First and foremost, the report is not an assessment of the project's impact on social and economic conditions in West Oakland. A true assessment of the project would follow the logic of an environmental impact report: what are the baseline conditions and how would the project improve or degrade those conditions? The Mundie Report does not provide even a rudimentary analysis of social and economic conditions before the project is built, such as poverty, access to jobs, community amenities and services, access to open space and housing conditions. The report then fails to provide the most basic information about how these conditions would be affected.

Instead, the Mundie Report discusses issues mostly tangential to community concerns. Chapter One frames the primary policy question narrowly as a choice between industrial and residential use. Chapter Two provides a market analysis for residential development from the perspective of developers. Chapter Three attempts to describe project benefits, but does not go beyond the dollars invested in the development and related city revenues. This chapter also describes the project sponsors' perspective of needs for development. Chapter Four acknowledges that the Wood Street project would contribute to gentrification and cause indirect displacement of West Oakland residents; however, the Mundie Report accepts displacement as an inevitable consequence of redevelopment and dismisses the need to study impacts or protect residents from project-related effects. (See discussion below.) Chapter Five provides a menu of affordable housing production, retention, and stabilization strategies that might be applied citywide, but omits discussion of possible project specific mitigations.

THE REPORT ACKNOWLEDGES GENTRIFICATION AND RESIDENT DISPLACEMENT BUT DOES NOT STUDY ITS ADVERSE IMPACTS

The section on gentrification is the only part of the report to respond to an issue raised by the community critics. The report describes gentrification, acknowledges gentrification is occurring in West Oakland, but provides no new analysis of the magnitude of the problem, the specific impacts of the Wood Street Development, or the human impacts of indirect displacement.

The report does concur with other research that the Wood Street Project would contribute to indirect and exclusionary displacement of West Oakland Residents. It states:

Simply put, the construction of 1,100 to 1,600 market-rate housing units on the project would establish a critical mass of new development that would ***change the character of the neighborhood***, making it a more attractive place for middle-income households. As the project becomes fully occupied, additional households may become willing to buy or rent housing in the blocks nearby. This increased demand for existing West Oakland housing will drive up the prices of units that are not price-controlled, ***leading to indirect and exclusionary displacement***. (Mundie Report, p. 41., emphasis added)

The Report does not acknowledge or analyze the indirect social, health, financial, or environment consequences for West Oakland Residents who would be subject to displacement. These consequences include stress, substandard replacement housing, crowding, the loss of social support, and homelessness. Ample evidence of relationships between displacement and

adverse health and social impacts are included in expert testimony and written commentary provided by the Coalition and supporters.¹

It is notable, that the Report describes Gentrification as both inevitable and as a process that inevitably has “winners” and “losers” (Mundie Report, p.38) According to the Mundie Report, **winners** are new residents, property owners, and those that manage to stay. **Losers** are tenants who face rent increases, expiring Section 8 agreements, or evictions due to owner move-in or conversion. The Report does make clear that **Losers** bear all of the project’s human costs while **winners** benefit from the development.

The Report also goes on to describe the necessity of gentrification (and the displacement of West Oakland Residents) for the success of the development. The Report describes the importance of attracting a “critical mass” of new residents to establish an “identity for the project as a “new location” and spark a “change in the market perception of the neighborhood.” The Report speculates that such identity change is necessary to reduce the developer’s financial risk. The Report thus makes explicit that a change in the character and the people of the West Oakland Neighborhood is a specific aim of the project.

The Report asserts the response to the problem of gentrification primarily requires the production and stabilization of affordable housing at the citywide level, ideally in neighborhoods without high proportions of low-income residents. However, factors such as available land, allowed residential densities, housing production costs, and resident attitudes to integration and density make it highly improbable that significant affordable units will be built in other than Oakland’s flatland neighborhoods.

Like many neighborhoods in the Bay Area, West Oakland has working families struggling under high rent burdens. These residents are part of the cultural fabric of West Oakland. Solutions that mitigate gentrification in West Oakland by asking people to move to affordable housing elsewhere in Oakland are unjust.

THE REPORT FAILS TO CONSIDER PROJECT SPECIFIC MITIGATIONS FOR INDIRECT DISPLACEMENT SUCH AS INCLUSIONARY HOUSING REQUIREMENTS

Affordable housing strategies in response to Wood Street Project impacts on displacement must focus on West Oakland, not the City as a whole. The Mundie Report identifies diverse programs and strategies for strengthening affordable housing resources; however, the Mundie report utterly fails to discuss project specific mitigations for displacement.

The complete absence of below-market rate (BMR) inclusionary housing as a strategy for affordable housing and mitigating displacement in West Oakland is an omission that undermines the credibility of the Mundie Report. While inclusionary housing is only one component of a comprehensive strategy to prevent displacement, dozens of California cities and counties have successfully applied inclusionary requirements to private development, resulting in affordable housing without public subsidies.

There is a well established nexus between inclusionary housing and the mitigation of adverse human impacts of displacement. As the Mundie Report recognizes, Redevelopment Law

¹ For example, See Letter 45, Page 4-307-320, Final Environmental Impact Report, Wood Street Project, February 7th, 2005.

explicitly includes an inclusionary requirement in order to "... compensate for the direct, indirect, and exclusionary displacement of low and moderate income households and housing supplies that may result from redevelopment..." (Mundie Report, p. 46) Because an inclusionary requirement for the Wood Street Project could help prevent adverse community impact, we believe it is useful to help clarify some issues related to inclusionary housing, not addressed in the report:

- ***Inclusionary housing requirements have been shown to be feasible for privately funded developments.*** One hundred and seven California communities have adopted inclusionary housing requirements and this strategy has resulted in over 34,000 affordable homes and apartments over the past 30 years.²
- ***Below-market units can be produced without public subsidy.*** Housing costs are primarily determined by the market rate of comparable housing at the time of sale. Evidence does not support claims that inclusionary units are subsidized by market-rate consumers. According to a recent article in *Zoning Practice*, evidence from programs in several large California cities supports claims that BMR inclusionary requirements produced without public subsidy do not inhibit housing development.³
- ***Asking the developer to provide housing without subsidy is reasonable and feasible.*** The land for the Wood Street project was acquired zoned for industrial use. Rezoning to a residential use will substantially increase the value of land. This entitlement makes inclusionary BMR requirements economically feasible even with developer needs for return on risk. Inclusionary requirements are also fair since developers benefit from relatively cheap land and the zoning entitlement.
- ***Projects with inclusionary requirements will still generate significant property tax increments.*** Requiring the developers to produce a small fraction of BMR units would generate both affordable units directly and provide TIF funds for affordable housing projects elsewhere.

THE REPORT FAILS TO STUDY THE FEASIBILITY OF PROJECT ALTERNATIVES PROVIDING SIGNIFICANT COMMUNITY BENEFITS

In addition to inclusionary housing requirements, the community-suggested proposals for changes to the Wood Street Development project include: (1) ensuring the prioritization of employment opportunities for Oakland residents through "first-source" hiring provisions; (2) Ensuring 'living-wage' employment opportunities through a project—labor agreement; and (3) rehabilitation of the Train Station as a community serving space. A complete CIR should have evaluated and analyzed such alternatives. A failure to seriously evaluate community suggested ideas both limits the Commission's ability to make a good decision and inhibits democratic participation.

Available tools allow the commission to evaluate the feasibility of a range of project related community benefits. For example, a residual value analysis of the proposed development allows the Commission to establish the economic feasibility of the project under a variety of conditions. Conducting a residual value analysis is common practice. The Sedway Group recently conducted a residual value analysis to evaluate the financial feasibility of residential

² Inclusionary Housing in California: 30 years of Innovation. California Coalition for Rural Housing and Non-Profit Housing Association of Northern California. 2003.

³ Nicholas Brunick. The Inclusionary Housing Debate: the Effectiveness of Mandatory Programs over Voluntary Programs. *Zoning Practice*. American Planning Association, 2004

development in the Rincon Hill Area to evaluate the effects of development impact fees.⁴ For example, the San Francisco Department of City Planning is currently conducting a similar analysis. These analysis will help the agency set the fee in a way that maintains the developers needed return on risk and thus will not create a disincentive for development.

CONCLUSIONS

We believe that the Mundie report represents a missed opportunity. Both Community members and Planning Commissioners requested a social and economic impact assessment, often referred to in California as a Community Impact Report (CIR). A true CIR can accomplish the following:

- help the City to accurately understand both the problems and opportunities created by development
- address both community and developer needs in a methodical and rational manner
- help develop project improvements that ensure all stakeholders will benefit.
- build trust among stakeholders – although this requires stakeholder involvement in the process.

The CIR is not a new idea. Both federal and state transportation agencies published guidelines for CIR-type analyses based on decades of successful experience. Local governments have often performed social and economic impact assessments as part of impact fee studies, CEQA studies and project cost benefit analyses. Two examples of CIR methods and data sources have been published by The Los Angeles Alliance for a New Economy (a case study of the Adams La Brea project in Los Angeles⁵) and, closer to home, Working Partnerships USA (a CIR policy proposal for the City of San Jose).⁶

⁴ Rincon Hill Area Financial Feasibility and Funding Analysis. The Sedway Group. July 24. (Available at: http://www.spur.org/documents/Rincon_Sedway_study.pdf)

⁵ Model Community Impact Report: the Adams—La Brea Project Los Angeles Alliance for a New Economy, 2003. (Available at: <http://www.laane.org/research/docs/ModelCIR.pdf>)

⁶ Available at: <http://www.wpusa.org/publications/index.pl?pub=sharedinc>

EAST BAY COMMUNITY LAW CENTER

Formerly the Berkeley Community Law Center

February 16, 2005

Claudia Cappio
Director of Planning
Community Economic Development Agency
City of Oakland
Oakland, CA 94612


Dear Claudia;

Thank you very much for meeting with us yesterday. We wanted to provide you with our understanding of the agreements reached at our meeting:

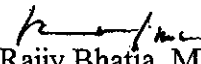
- We will be meeting with yourself, Dan Vanderpriem, Councilmember Nadel, and other Train Station Coalition representatives to discuss the different scenarios for providing inclusionary housing in the Wood Street Project and meeting state redevelopment affordable housing production requirements.
- In order to tie the analysis of gentrification contained in the Mundie report with the tools to mitigate such impacts from the Project, the City will produce fiscal studies that will address the alternatives proposed by the Coalition, including inclusionary housing in the Project that is borne by the Developers; local hiring and prevailing wage; and full preservation of the Train Station. The feasibility study of including affordable housing units will also include or reference inclusionary housing laws, policy, and case studies in the region, such as the Ryerson Steel Project in Emeryville and the inclusionary zoning ordinance in San Francisco. These studies will be available prior to the finalization of the upcoming staff report for the Planning Commission hearing.
- The staff report will be available to the public at least 10 days, hopefully more, before the Planning Commission hearing.

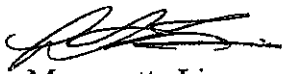
We look forward to working with the City to ensure that the Wood Street Project benefits vulnerable populations in West Oakland.

Sincerely yours,


Jeremy Hays
Info Oakland


Howard Greenwich
EBASE


Rajiv Bhatia, MD
SF Dept of Public Health


Margaretta Lin
EBCLC

WESTERN OFFICE

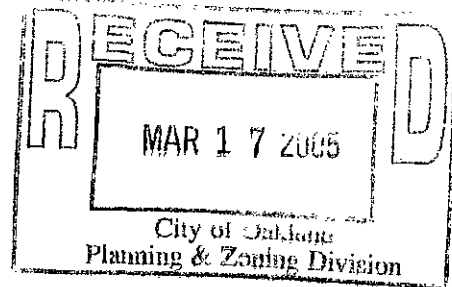


NATIONAL TRUST
for HISTORIC PRESERVATION

March 15, 2005

By facsimile and mail

City of Oakland, Planning Commission
Attn: Margaret Stanzione, Project Planner
250 Frank Ogawa Plaza, Suite 2114
Oakland, California 94612
Fax: (510) 238-6538



Re: Wood Street Development Project

Dear Chairperson McClure and Planning Commissioners:

On behalf of the National Trust for Historic Preservation, thank you for the opportunity to comment on the proposed Wood Street Development Project in West Oakland, including partial demolition of the historic Southern Pacific 16th Street Train Station.

The National Trust is a private, nonprofit membership organization dedicated to protecting the irreplaceable. Recipient of the National Humanities Medal, the Trust provides leadership, education and advocacy to save America's diverse historic places and revitalize communities. Its Washington, DC headquarters staff, six regional offices and 21 historic sites work with the Trust's 200,000 members and thousands of local community groups in all 50 states, including over 20,000 members in California alone.

Designed by Chicago architect Jarvis Hunt (1859-1941), the Beaux-Arts 16th Street Station is eligible for the National Register of Historic Places and remains a proud symbol of East Bay history despite decades of neglect and abandonment. The station was a terminus for African-American migration to the west, particularly during World War II, and served as a central point of transfer between the extensive local transit lines and the passenger railroad. In 1925, C. L. Dellums and A. Philip Randolph founded the Brotherhood of Sleeping Car Porters, "a labor union of national significance and seminal influence on the struggle for civil rights and creation of improved working conditions for all labor."¹ As recognized by the Landmarks Preservation Advisory Board, "all aspects of the 16th Street Train Station are considered part of an historical resource and the baggage wing and elevated tracks are considered integral to the station building."²

Although the project sponsor has "promised to present to the City clear and incontrovertible evidence that supports the required findings for the infeasibility of preserving the entire set of historic resources associated with the 16th Street Train Station,"³ the economic feasibility study submitted by

¹ LPAB Staff Report, February 28, 2005.

² *Id.*

³ *Id.*

Protecting the Irreplaceable

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<http://www.nationaltrust.org>; E-mail: wro@nthp.org

8 California Street, Suite 400, San Francisco, CA 94111-4828

the developer⁴ relies on questionable assumptions to establish the need for demolition of the station's baggage claim area.


The feasibility study appears to unnecessarily limit the pool of likely users to nonprofit tenants with limited capacity to pay rent.⁵ As a result, the study concludes that tax increment financing will likely be needed to fund capital improvements, making use of federal rehabilitation tax credits "problematic for this development."⁶ Although public uses are certainly appropriate for 16th Street Station, a mixed-use scenario combining for-profit and nonprofit occupants may prove more economically viable. This approach will be followed in the adaptive use of San Francisco's Old Mint as a City Museum and Convention and Visitors Bureau by incorporating a restaurant, retail space and office space into the project.

The proposed demolition of the baggage claim area and elevated tracks jeopardizes the station's eligibility for the National Register and, in turn, its ability to take advantage of federal rehabilitation tax credits. Any feasibility analysis should consider the use of taxable bonds to finance renovation, as opposed to tax-exempt financing, thereby enabling the project to qualify for the 20% rehabilitation tax credit. Even with the slight increase in interest rates, the benefit of rehabilitation tax credit equity far outweighs any potential savings from the lower interest rate of tax-exempt bonds, even more so when combined with the New Markets Tax Credit.⁷

Finally, the feasibility study submitted by the developer estimates that renovation costs will exceed \$1,000 per square foot, without taking into account cost-saving measures available under the State Historical Building Code (SHBC). The SHBC is a performance-based code requiring an equivalent level of safety as new construction, but permitting identification of different options to achieve safety levels required under the prevailing code.

As discussed in the LPAB Staff Report, there are several unexplored options for reuse of the baggage claim area, such as adding a mezzanine level that could be leased as commercial space or conversion into live-work units. Because subdivision of the property will handicap efforts to develop a plan for preserving the entire station (with its track, platforms and baggage area), we urge the City to require a comprehensive, independent feasibility analysis before acting on the applications and ordinances—evaluating a broad range of potential users, code alternatives, and financing sources, including tax credits. Thank you for your consideration.

Sincerely,


Michael Buhler
Regional Attorney

cc: Oakland Heritage Alliance

⁴ "16th Street Train Station Reuse Feasibility," Conley Consulting Group, August 24, 2004.

⁵ "The likely users include a museum, performing arts center, or community center." *Id.* at 2.

⁶ *Id.*

⁷ The New Markets Tax Credit (NMTC) is a 39% tax credit for investors in commercial projects located in qualifying low-income census tracts. The credit was created in 2000 by the federal government to help stimulate \$15 billion in new capital for low-income communities over seven years. NMTC equity can be "twinned" with the rehabilitation tax credit, bringing approximately 25% more financing to qualifying projects.

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WESTERN OFFICE



NATIONAL TRUST
for HISTORIC PRESERVATION

Fax Transmission

To: Margaret Stanzione, Project Planner

Fax: (510) 238-6538

From: Mike Buhler

Fax: (415) 956-0837

Subject: Wood Street Development Project

Date: March 15, 2005

Pages: 3

COMMENTS:

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WESTERN OFFICE



NATIONAL TRUST
for HISTORIC PRESERVATION

March 15, 2005

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Finally, the feasibility study submitted by the developer estimates that renovation costs will exceed \$1,000 per square foot, without taking into account cost-saving measures available under the State Historical Building Code (SHBC). The SHBC is a performance-based code requiring an equivalent level of safety as new construction, but permitting identification of different options to achieve safety levels required under the prevailing code.

As discussed in the LPAB Staff Report, there are several unexplored options for reuse of the baggage claim area, such as adding a mezzanine level that could be leased as commercial space or conversion into live-work units. Because subdivision of the property will handicap efforts to develop a plan for preserving the entire station (with its track, platforms and baggage area), we urge the City to require a comprehensive, independent feasibility analysis before acting on the applications and ordinances—evaluating a broad range of potential users, code alternatives, and financing sources, including tax credits. Thank you for your consideration.

Sincerely,


Michael Buhler
Regional Attorney

cc: Oakland Heritage Alliance

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March 16, 2005

Oakland City Planning Commission
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Subject: Case File ER 03-0023, GP 04-545, RZ 04-544, CDET 04-032, Vesting Tentative Parcel Maps 8551-8555 and Actions to be taken March 16, 2005

Dear Chair McClure and Commission members:

The Lakeside Apartment Neighborhood Association (LANA) respectfully requests Planning Commission support through the following actions and collaboration:

1. Project approvals linked to an historic tax credit project conforming to the Secretary of the Interior's Standards with technical assistance from the State Office of Historic Preservation.

Information on the April 25-27, 2005 Historic Tax Credit Conference in Washington, D.C. co-hosted by the National Trust Community Investment Corporation, a subsidiary of the National Trust for Historic Preservation is available at:
http://www.novoco.com/Events/DC_HTC_conf_2005.shtml

2. Project coordination with the California Office of Historic Preservation (OHP) for "Incentives and Assistance." This technical assistance will ensure the development of a successful adaptive reuse project.

This independent technical advice will ensure that the City of Oakland's project approvals (vesting tentative parcel maps and Wood Street Zoning District) maintain the project's ability to adhere to the Secretary of Interior's Standards. This will ensure the City's Landmark 16th and Wood Train Station—including associated buildings and structures, e.g., the Southern Pacific interurban platform known as the "elevated tracks"—remains eligible for the full complement of creative historic tax credit financing options.

Information on the OHP's Incentives and Assistance are available online* OHP administers the 20% Federal Rehabilitation Tax Credit for California in partnership with the National Park Service pursuant to federal regulations (36 CFR Part 67). At Oakland's LPAB Special Meeting in January 2005 on the Secretary of Interior's Standards, Mr. Brandt advised that the Office of Historic Preservation should be consulted early and often. Timothy Brandt, AIA, Senior Restoration Architect (Supervisor) tel 916-653-9028, tbran@ohp.parks.ca.gov * http://ohp.parks.ca.gov/?page_id=1074.

LANA respectfully requests Planning Commission support for an alternative process with all stakeholders that can capitalize on our historic asset and adaptively integrate it—in accordance with the Secretary of Interior's Standards—into a wonderful new project. (See attached February 28, 2005 letter to the Landmarks Board.)

The subject Case Files ER 03-0023, GP 04-545, RZ 04-544, CDET 04-032, Vesting Tentative Parcel Maps 8551-8555, and Actions to be taken today March 16, 2005 will create a system of dead ends that cut the public out of participation and will pit affordable housing against historic preservation. The Lakeside Apartment Neighborhood Association believes the Project as proposed is a Strategy of No Exits.

1. Vesting Tentative Parcel Map

LANA fully supports Oakland Heritage Alliance's March 14, 2005 letter and its request to the Planning Commission not to approve Vesting Tentative Parcel Map 8554. Dividing the City's historic landmark 16th and Wood Street Train Station and separating its ownership through Vesting Tentative Parcel Maps is inconsistent with the spirit of the Secretary of Interior's Standards and will doom to failure future adaptive reuse projects.

Drawing the lines of the Vesting Tentative Parcel Maps line THROUGH an historic City Landmark is inconsistent with the Secretary of the Interior's Standards and inconsistent with the City of Oakland's Historic Preservation Element.

"Conformity with the Secretary of the Interior's Standards is required for historic buildings rehabilitation projects seeking the 20 percent Federal Investment Tax Credit and is strongly encouraged..." City of Oakland Historic Preservation Element.

See Draft EIR Appendix D, Historic Evaluation of the 16th Street Train Station within the Project Area by Alan Dreyfus, AIA, dated April 22, 2004.

2. Wood Street Zoning District

We draw your attention to Exhibit E, Draft Ordinance Adopting the Wood Street Zoning District for 29.2 Acres in West Oakland. For the 16th and Wood Street Train Station the Development Standards (Table 5.10-1 Development Standards Summary) are the same as they were in the Draft EIR.

These Development Standards presume partial demolition. LANA respectfully requests Planning Commission denial of approval of the Wood Street Zoning District as currently proposed because this begins the process that will ensure demolition, thereby undermining the success of future adaptive reuse of the City Landmark train station and associated structures.

According to these Development Standards the Maximum FAR (for non-residential uses) for the 16th and Wood Street Train Station is proposed as 0.640:1, the Maximum area of non-residential uses is 14,487 square feet, the Maximum Height is 35 feet, the Minimum Street Setback is 10 feet from Wood Street and zero feet from 12th Street, Frontage Road, 14th Street, and public access areas, the Minimum Interior Setback is 5 feet. The stated required off-street parking is 1 space per Dwelling Unit for Residential Uses, 1 space per Live Work Units, and required off-street parking for all other uses is "as required for C-51 zoning district.

These Development Standards – including 14,487 sf – presume partial demolition.

LANA respectfully requests Planning Commission denial of approval of the Wood Street Zoning District as currently proposed because this begins the process that will ensure demolition, thereby undermining the success of future adaptive reuse of the City Landmark train station and associated structures.

Section 3.40 Review of Final Development Plan states, "The Planning Commission shall disapprove the Final Development Plan if it makes written findings that the Final Development Plan is not in substantial conformance with either the Preliminary Development Plan or the Wood Street Zoning Regulations and that it is not possible to require changes or impose conditions of approval as are reasonably necessary to ensure such conformity."

Development Standards presume partial demolition and Section 3.40 ensures that no changes or any conditions of approval will be allowed.

LANA respectfully requests Planning Commission denial of approval of the Wood Street Zoning District as currently proposed because this begins the process that will ensure demolition, thereby undermining the success of future adaptive reuse of the City Landmark train station and associated structures.

Section 3.50 Design Review states "...Design Review shall be limited to a determination of whether or not the proposed design is in substantial compliance with the design guidelines specified in these Wood Street Zoning Regulations...."

Development Standards presume partial demolition and Section 3.50 ensures that no changes will be allowed.

LANA respectfully requests Planning Commission denial of approval of the Wood Street Zoning District as currently proposed because this begins the process that will ensure demolition, thereby undermining the success of future adaptive reuse of the City Landmark train station and associated structures.

EXHIBIT E to create the Wood Street Zoning District has an additional General Standard for the 16th Street Station and 16th Street Signal Tower, " Any renovation, modification or addition to the station will be subject to review by the Landmarks Preservation Advisory Board, as set forth in Section 17.136.040 of the Planning Code."

Only substantive and independent review will contribute to a successful adaptive reuse project. Project coordination with the California Office of Historic Preservation (OHP) for "Incentives and Assistance." This technical assistance will ensure the development of a successful adaptive reuse project.

LANA respectfully requests Planning Commission denial of approval of the Wood Street Zoning District as currently proposed because this begins the process that will ensure demolition, thereby undermining the success of future adaptive reuse of the City Landmark train station and associated structures.

Note also that the General Standards have been revised from a "watertight building envelope" to a "weather tight building envelope."

LANA supports the requirement for a water-tight and weather-tight building.

Pacific Coast Canning Company

LANA fully supports the Chinese Historical Society of America's March 15, 2005 letter and its positions on the development of the Pacific Coast Canning Company located at 1111-1119 Pine Street.

Summary

A building of the historic, cultural, and architectural significance of the 16th and Wood Street Train Station in the City of Oakland, the Bay Area, California, and the US—reflecting the national stories of the transcontinental railroad and its western terminus construction, multicultural western migration, and the people whose travel, work, lives, and history were affected by the railroad and the train station—should be preserved in its entirety, including associated buildings and structures.

Respectfully submitted,

Cynthia L. Shartzler
Co-Chair, Lakeside Apartment Neighborhood Association (LANA)
LANA is an endorsing member of the 16th and Wood Street Train Station Coalition.
www.oaklandlana.org email: oaklandlana@yahoo.com

*Lakeside Apartment Neighborhood Association
16th and Wood Street Train Station development project
March 16, 2005
Page 5*

Attachment: LANA's Feb 28, 2005 letter to the Landmarks Preservation Advisory Board

cc: Margaret Stanzione, Project Planner, Major Projects, mstanzione@oaklandnet.com

Timothy Brandt, AIA, Senior Restoration Architect (Supervisor)
tbran@ohp.parks.ca.gov

Lucinda Woodward, State Historian III (Supervisor), Local Government Assistance &
Information Unit, lwood@ohp.parks.ca.gov

Naomi Schiff, President, Oakland Heritage Alliance, oha@oaklandheritage.org

February 28, 2005

Re: Case File ER 03-0023, GP 04-545, RZ 04-544, CDET 04-032, Vesting Tentative Parcel Maps 8551-8555

Dear Chairwoman Armstrong and Board members:

At the October 18, 2004 LPAB meeting regarding the 16th & Wood Street Project Former Chair Gilmartin aptly stated, "I think that we have seen this on more than one occasion where parts of an historic building that don't suit one developer's fancy are demolished and suddenly they can't come up with the money for the whole project and the potential for a future developer to avail themselves of tax credits has been taken away." (16th & Wood Street FEIR, 5-85)

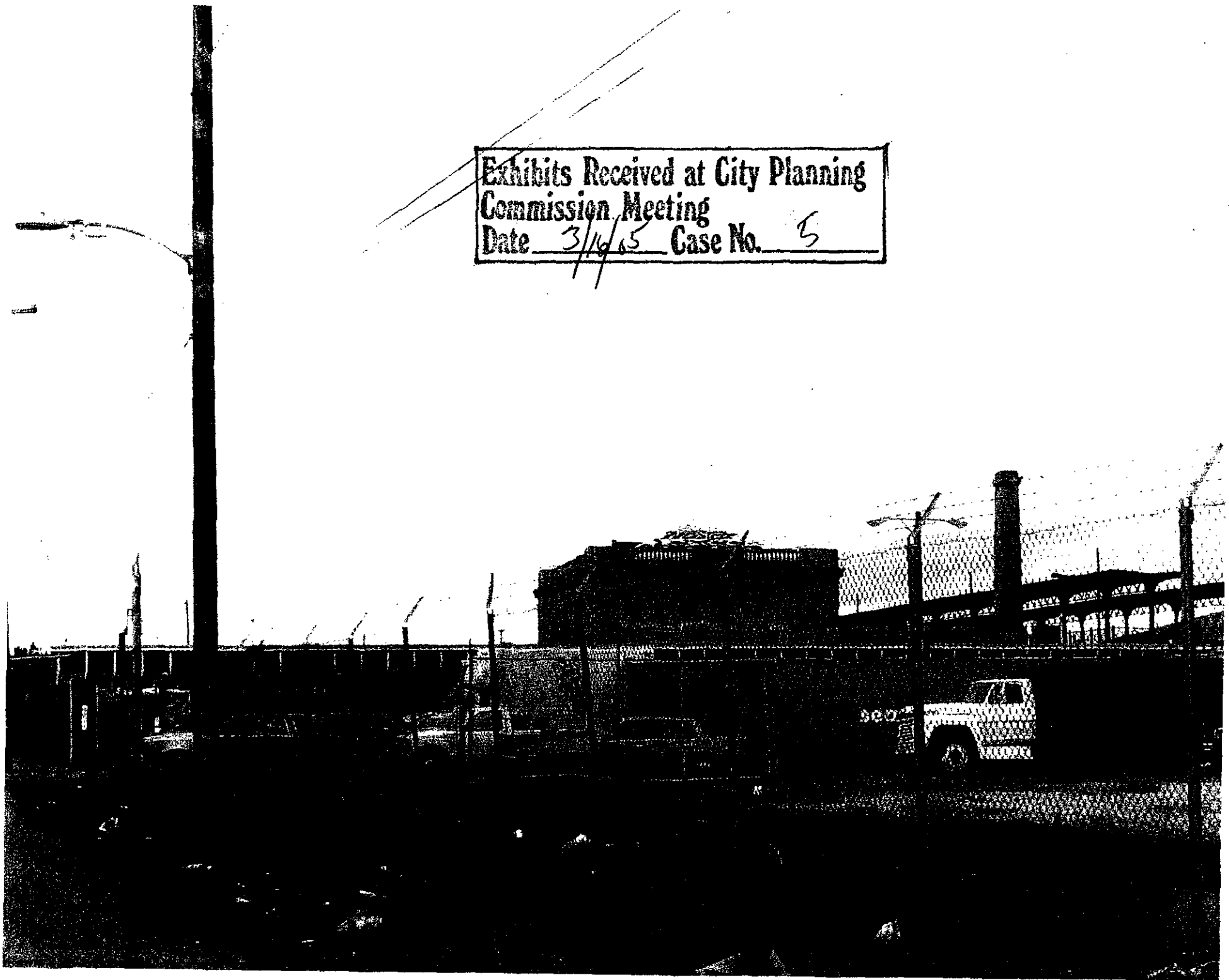
As proposed, the rehabilitation of the 16th & Wood Street Train Station is set up for failure. We remind you that the Cox Cadillac Building is a good example how ill-advised it is to allow parts of an historic resource to be demolished to suit the developer: the building's historic integrity was compromised. Now the developer is proposing further demolition. The Lakeside Apartment Neighborhood Association (LANA) believes that the public would best be served if project approvals become linked to an historic tax credit project.

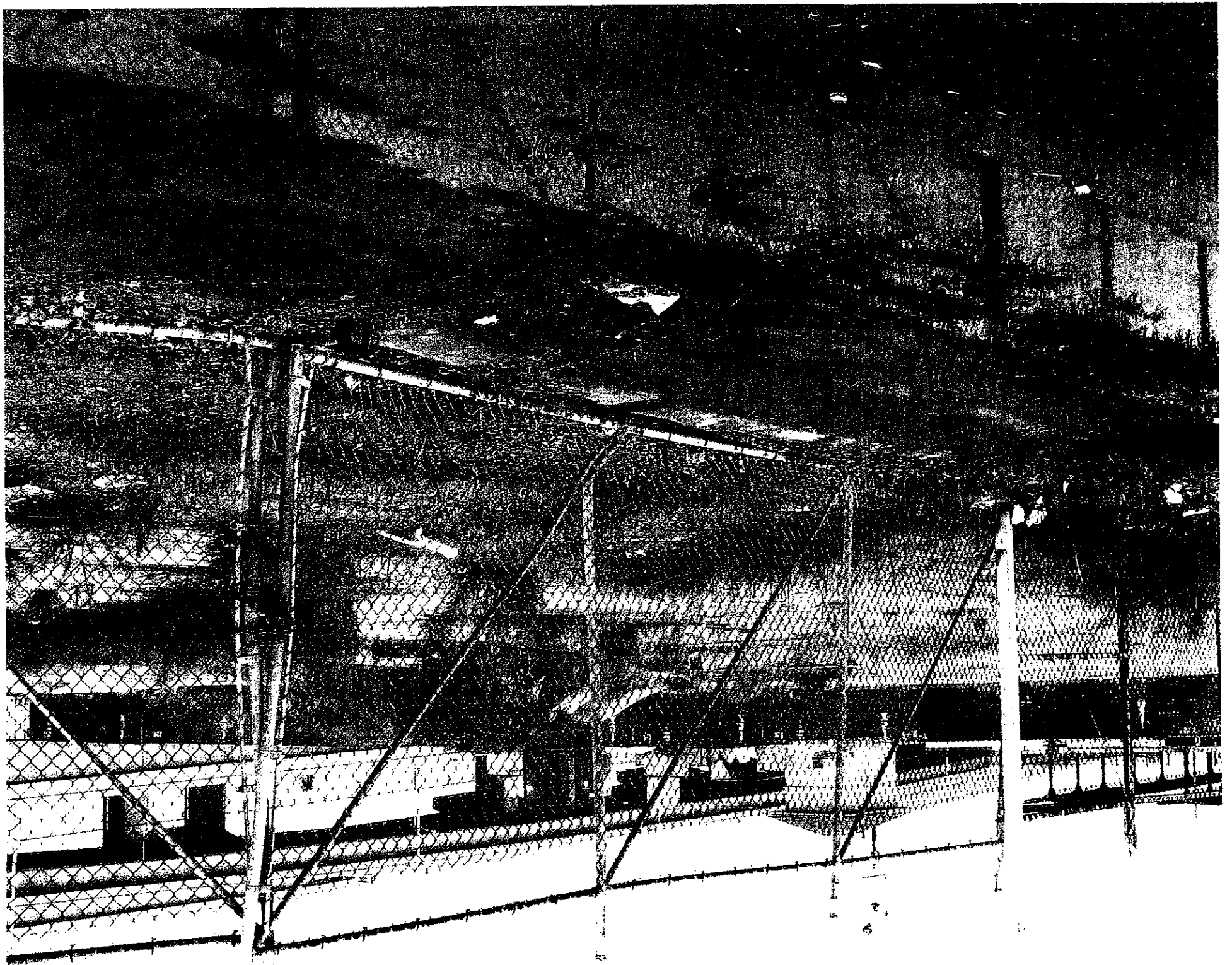
Pitting affordable housing against historic preservation has worked in the past. Locating affordable housing next to the Fox Theater in the Uptown Project and adjacent to the Madison Street Temple are just two examples. The proposed tax increment funding plan is setting us up for more of the same. Funding programs in Appendix C identify tax increment funding objectives such as building affordable housing and creating other job-producing development in the redevelopment area. Not once is historic preservation mentioned. Appendix C begins the case against tax increment funding for historic preservation, the paper on fiscal effects will follow.

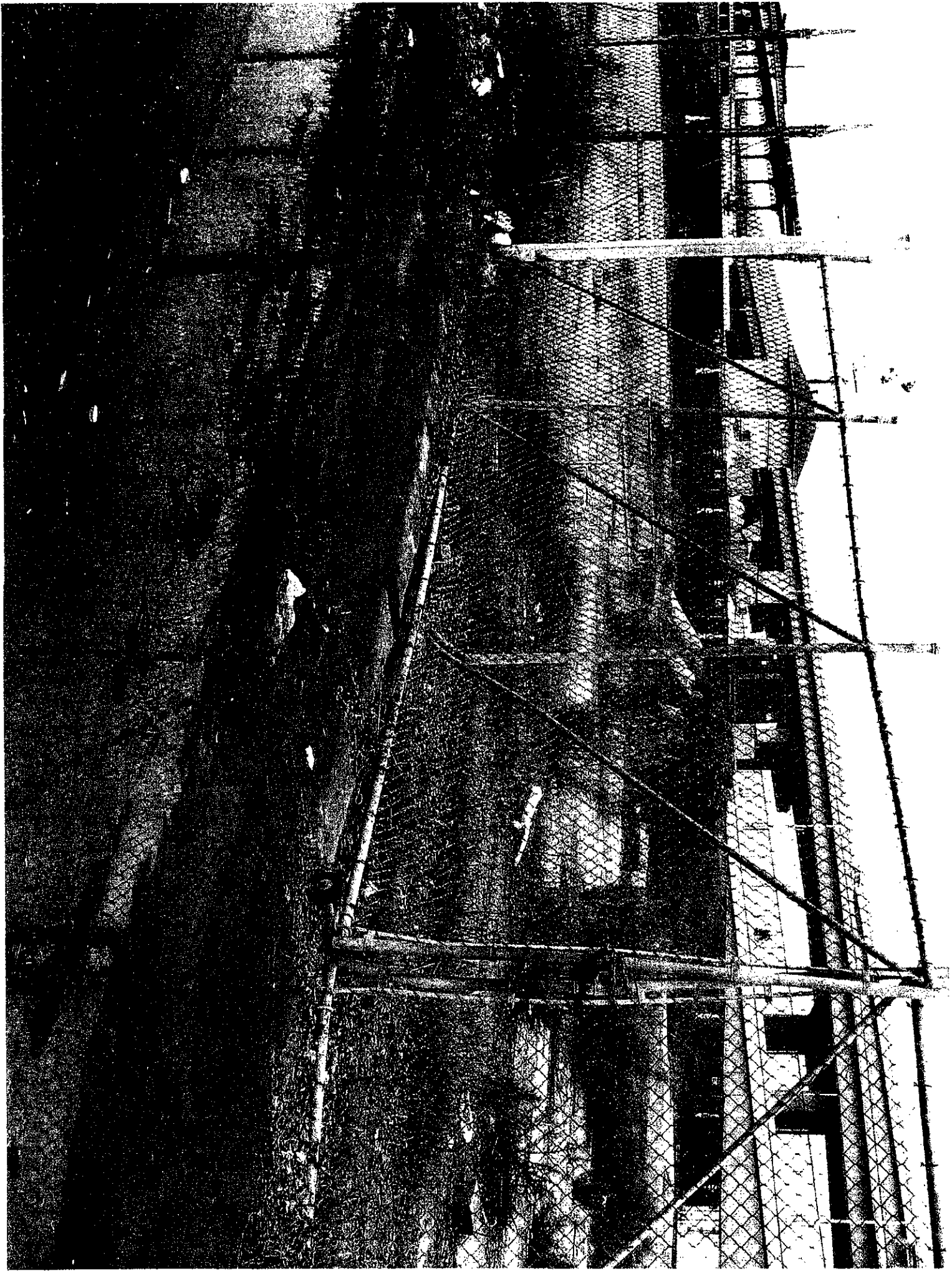
Any project serious about historic preservation uses the 20% federal historic tax credits program. That is why the LPAB would best support historic preservation by encouraging the City and the developer to do likewise. The Ford Assembly Building Case Study at the LPAB Special Meeting on the Secretary of the Interior's Standards reflected creative adaptive reuse. The Rosie the Riveter National Park demonstrates the successful collaboration between the City of Richmond, the developer, and the National Park Service. Oakland deserves a similar collaboration. Preserving the 16th & Wood Train Station—in its entirety—is the best way to honor its many stories.

Respectfully submitted,
Cynthia L. Shartzner
Co-Chair, Lakeside Apartment Neighborhood Association
www.oaklandlana.org email: oaklandlana@yahoo.com

Exhibits Received at City Planning
Commission Meeting
Date 3/16/65 Case No. 5











March 14, 2005

Planning Commission
City of Oakland
1 City Hall Plaza
Oakland, CA 94612
Fax: 238-6538

Dear Chairperson McClure and Planning Commissioners,

Oakland Heritage Alliance, a 1000-member Oakland organization which advocates the protection, preservation and revitalization of Oakland's architectural, historic, cultural and natural resources, thanks you for your careful review of the 16th Street Station development. Developing some of the underutilized land in West Oakland can provide benefits to the neighborhood and to the city in general; we appreciate the challenges of developing in this location between freeway, residential and industrial uses.

However, we have several major concerns pertaining to the Oakland landmark 16th St. Station and its site.

1) AVOID DRAWING A PROPERTY LINE THROUGH A HISTORIC LANDMARK

The proposal before the Commission includes many simultaneous approvals, including an EIR, subdivision of the property, general plan changes, zoning and urban design issues. We particularly urge the Commission not to approve vesting tentative parcel map 8554, which shows property lines *through* the train station, dividing the historic landmark among parcels 2 and 3.

- These ill-drawn parcel lines may make reuse difficult. As shown in the DEIR, the 16th Street Station is almost inaccessible by vehicles for public event attendance or usage support. It is encircled by Dev Area 6 [an area of possible rear building access & public parking] and Dev Area 9 [possible front driveway access to the building] and the pocket park on the "re-opened" 16th Street to the south [no parking or building access from there]. No business, not even the simplest exhibit space can function and be financially feasible without a parking lot or support access.
- With multiple ownership, it will be hard to pursue the best result for the station.

The baggage claim area was designed as part of and is constructed of the same materials as the rest of the building. It is not an annex or an add-on. It is an integral part of the historic property, as are the tracks and platforms; all are part of the original architectural plans. ANY PROPERTY DIVISION SHOULD COME ONLY AFTER A COMPLETE PRESERVATION PLAN FOR THE HISTORIC BUILDING HAS BEEN WORKED OUT AND APPROVED.

The station, its tracks and platforms, and the baggage claim should all be in one parcel. The EIR is incomplete and inadequate in that it does not specifically address the potential danger to the historic resource of the proposed parcel map itself.

2) PROPOSED CONDITION OF APPROVAL: MAINTAINING ELIGIBILITY FOR TAX CREDITS

We support maintaining the eligibility of the building for historic tax credits and other sources of potential funding. Such support could be critical in achieving a successful project either now or with a subsequent ownership in the future. Whittling away at the historic resource may endanger the station's eligibility and make its creative reuse more difficult and costly. The State Historic Preservation Office and the National Trust for Historic Preservation should be consulted before moving forward.

One weakness of the analysis has been a vague and incomplete study of available resources, for example exploring tax credits under the New Markets program, which can be combined with historic tax credits, and availability of private funding or philanthropy.

3) FURTHER MITIGATIONS SHOULD BE REQUIRED

Should partial demolition of the landmark be considered, the city should require further specific mitigations, as follows:

- Before any demolition is permitted, work with the State Historic Preservation Office to achieve a suitable design to retain eligibility of what remains, under the Secretary of Interior Standards.
- Before any demolition is permitted, explore with adjoining developers whether the facility can be used to house some or all of the uses intended for "common space" in the development, to help defray the cost of retaining all of the structures.

3) KEEP NATIONALLY SIGNIFICANT HISTORIC RESOURCES INTACT

The station's contributing parts should be preserved to help make a coherent cultural and historic interpretation. While many tourists and travellers came through the station, another very large number of arrivals from points east were carrying their most important belongings as baggage. As the western destination of migrating American populations, the station played a key role.

There has been much discussion about the fact that the Pullman porters were national leaders and participants in the history of the station and of California. They worked on the train cars. But what of other workers? Into the 1980s, African-American redcaps were handling baggage at this station, substantial numbers of local people were employed here, and baggage handling was a key function of the workplace.

We feel strongly that some significant portion of track and elevated platform should be retained, to make the building's railroad and transit history apparent. It was an early and fine example of what is now called "multi-modal" transportation—the juncture between railroad and interurban transit.

4) RECONFIGURE THE ADJOINING HOUSING UNITS

From a design perspective, the project seems to have been conceived despite the station, rather than incorporating its presence to add value to the development. The site plan for the housing should be designed so that there is a harmonious whole, not a wedging-in. It appears that all or most of the units can fit within development area 6 without demolishing any part of the station. A double-loaded corridor structure along Wood Street might be one way to achieve this.

As mentioned in the staff report, perhaps the BUILD unit of the project should be assisted by making some arrangement to relieve them of a part of the land purchase where an area may not be available for construction. It was a premature assumption that it would be acceptable to build atop a portion of the landmark. Maybe this honorable developer should not have to bear the brunt of land purchase alone.

Since all parts of the project might reasonably be expected to share the open space, historic value and destination value of the station, perhaps all should join together to subsidize BUILD to the extent that the land available to them might not include areas where the historic structure stands.

5) VISIBLE FROM THE WEST?

EIR plan diagrams indicate that one's view of the station would be entirely blocked from the west; the station would not be visible from the frontage road nor from the freeway. Some visible presence from the west would greatly enhance the project and would help make the station more viable for reuse.

6) RETAIN BEA'S HOTEL

The assumption that Bea's must be demolished is mistaken. This modest old hotel forms part of the historic context for the station. Encourage its reuse, rather than supplanting it with an out-of-scale modern building. Bea's could provide a scale transition that may be sorely needed.

7) BETTER HISTORIC TREATMENT OF THE CANNERY

The cannery, while as an industrial complex less spectacular than the station, deserves a careful design review, partial preservation where feasible, and some steps to memorialize its history. It would be wonderful to require a publicly-accessible display related to the history of Lew Hing, early entrepreneur of the Chinese American community. It may be worth considering whether such a public display could be accommodated at the train station site, thus concentrating and maximizing efficient use of any available historic exhibit funds.

8) INSUFFICIENT COMMITMENT FOR ISSUING ALL ENTITLEMENTS

Just as the developer is requesting written entitlements, the community also requires written commitments for the future of an important cultural resource. Since there appear to be plenty of good intentions, but no commitment of funding nor any actual plans, it is inappropriate to approve vesting tentative parcel map 8554 at this point. The mention of potential establishment of a nonprofit (or even a profit-making) corporation has no bearing on the outcome, since no details are given as to how this would be put together, who would be represented, how it would be governed, and how it would be financed. The community and the city government will have no guarantee and little recourse.

Thank you for safeguarding Oakland's architectural treasures.

Sincerely,



President

NOTES ON DOCUMENTS SUBMITTED FOR APPROVAL:

EXHIBIT C:

On page 21 and 22, paragraphs 57, 58, 59, 60, 61:
replace the phrase "Main Hall" with "Train Station, Track, Platforms and Baggage Claim area"
On page 28, alter passage 81 to accommodate an undivided development area 5 and 6.

EXHIBIT D:

II 9. The Historic Preservation Element is part of the General Plan. The amendment must not conflict with the Preservation Element, so this may require rewriting.
V.24 and 25. Rewrite: 8554 to allow for a single undivided development area 5 and 6.

EXHIBIT E:

5.80 DESIGN STANDARDS

General Standards 4: replace the phrase "Main Hall" with "Train Station, Track, Platforms and Baggage Claim area"

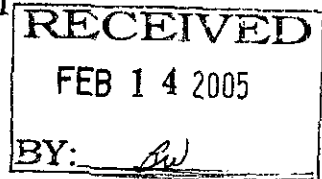
Standards for additions 2: include "conforming to the Secretary of the Interior's Standards for Rehabilitation of Historic Structures."

VESTING TENTATIVE PARCEL MAP 8554

Delay approval, or redraw.

HFH Central Station Village LLC

6450 Hollis Street, Emeryville, California 94608
telephone: (510) 652-4191 fax facsimile: (510) 652-9661



February 9, 2005

Honorable Ignacio De La Fuente
City of Oakland
One Frank H. Ogawa Plaza, 2nd floor
Oakland, California 94612

Dear President De La Fuente:

My company is one of the "Central Station" housing developers: Rick Holliday of Central Station Land LLC and PCL Associates LLC, Carol Galante of BUILD West Oakland LLC - a subsidiary of BRIDGE Housing Corporation, and HFH. Last fall we sent you the Draft Environmental Impact Report for the group of developments collectively known as the "Wood Street Projects". Enclosed is the second volume, the Final E.I.R.

We expect the applications to come to the Council in late March and early April. The plan includes up to 1,557 homes together with 28,000 square feet of neighborhood serving retail/commercial buildings under our "residential scenario", or up to 539,626 square feet of commercial/retail space and 1,084 residential units under an alternative "commercial scenario".

We will contact your office in the near future to meet with you and your staff in order to respond to any questions or comments regarding our proposed projects, the approvals process, and the E.I.R.

In the meantime, please do not hesitate to contact any of us with questions or comments about any aspect of the proposed projects.

Very truly yours,

Andrew Getz
HFH Central Station Village LLC
andyg@hfhltd.com

Enclosures: Final Environmental Impact Report, February 7, 2005

cc: Rick Holliday
Holliday Development
(510) 547-2122
rick@hollidaydevelopment.com

Carol Galante
BUILD West Oakland
(415) 989-1111
cgalante@bridgehousing.com

Claudia Cappio - Planning Director, City Of Oakland

HFH Central Station Village LLC

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February 9, 2005

Honorable Henry Chang
City of Oakland
One Frank H. Ogawa Plaza, 2nd floor
Oakland, California 94612

Dear Councilmember Chang:

My company is one of the "Central Station" housing developers: Rick Holliday of Central Station Land LLC and PCL Associates LLC, Carol Galante of BUILD West Oakland LLC - a subsidiary of BRIDGE Housing Corporation, and HFH. Last fall we sent you the Draft Environmental Impact Report for the group of developments collectively known as the "Wood Street Projects". Enclosed is the second volume, the Final E.I.R.

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andyg@hfhltd.com

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| | |
|------------------------------|----------------------------|
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| Holliday Development | BUILD West Oakland |
| (510) 547-2122 | (415) 989-1111 |
| rick@hollidaydevelopment.com | cgalante@bridgehousing.com |

Claudia Cappio - Planning Director, City Of Oakland

HFH Central Station Village LLC

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February 9, 2005

Honorable Jane Brunner
City of Oakland
One Frank H. Ogawa Plaza, 2nd floor
Oakland, California 94612

Dear Councilmember Brunner:

My company is one of the "Central Station" housing developers: Rick Holliday of Central Station Land LLC and PCL Associates LLC, Carol Galante of BUILD West Oakland LLC - a subsidiary of BRIDGE Housing Corporation, and HFH. Last fall we sent you the Draft Environmental Impact Report for the group of developments collectively known as the "Wood Street Projects". Enclosed is the second volume, the Final E.I.R.

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andyg@hfhlltd.com

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February 9, 2005

Honorable Larry Reid
City of Oakland
One Frank H. Ogawa Plaza, 2nd floor
Oakland, California 94612

Dear Councilmember Reid:

My company is one of the "Central Station" housing developers: Rick Holliday of Central Station Land LLC and PCL Associates LLC, Carol Galante of BUILD West Oakland LLC - a subsidiary of BRIDGE Housing Corporation, and HFH. Last fall we sent you the Draft Environmental Impact Report for the group of developments collectively known as the "Wood Street Projects". Enclosed is the second volume, the Final E.I.R.

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andyg@hfhltd.com

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February 9, 2005

Honorable Desley Brooks
City of Oakland
One Frank H. Ogawa Plaza, 2nd floor
Oakland, California 94612

Dear Councilmember Brooks:

My company is one of the "Central Station" housing developers: Rick Holliday of Central Station Land LLC and PCL Associates LLC, Carol Galante of BUILD West Oakland LLC - a subsidiary of BRIDGE Housing Corporation, and HFH. Last fall we sent you the Draft Environmental Impact Report for the group of developments collectively known as the "Wood Street Projects". Enclosed is the second volume, the Final E.I.R.

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Claudia Cappio - Planning Director, City Of Oakland

HFH Central Station Village LLC

6450 Hollis Street, Emeryville, California 94608
telephone: (510) 652-4191 ✉ facsimile: (510) 652-9661

February 9, 2005

Mr. Mark McClure
Oakland Planning Commissioner
Bohm Environmental Services
P.O. Box 24301
Oakland, California 94623

Dear Commissioner McClure,

On behalf of all of us Wood Street developers, thank you very much for the considerable time you have (and will) put into reading, reviewing, listening and commenting on the Wood Street (formerly "Central Station") group of housing developments. We are proud of the enclosed F.E.I.R. and its thorough responses, prepared by City staff and consultants, to the many community comments received.

We understand that your March 2 meeting agenda will include a complete review of the projects. We will contact you before that meeting date in order to respond to any questions or comments regarding our proposed projects, the approvals process, and the E.I.R.

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Claudia Cappio - Planning Director, City Of Oakland

HFH Central Station Village LLC

6450 Hollis Street, Emeryville, California 94608
telephone: (510) 652-4191 ✉ facsimile: (510) 652-9661

February 9, 2005

Mr. Clinton Killian
Oakland Planning Commissioner
1814 Franklin Street, Suite 503
Oakland, California 94612

Dear Commissioner Killian,

On behalf of all of us Wood Street developers, thank you very much for the considerable time you have (and will) put into reading, reviewing, listening and commenting on the Wood Street (formerly "Central Station") group of housing developments. We are proud of the enclosed F.E.I.R. and its thorough responses, prepared by City staff and consultants, to the many community comments received.

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February 9, 2005

Mr. Michael Lighty
Oakland Planning Commissioner
California Nurses Association
2000 Franklin Street, Suite 300
Oakland, California 94612

Dear Commissioner Lighty,

On behalf of all of us Wood Street developers, thank you very much for the considerable time you have (and will) put into reading, reviewing, listening and commenting on the Wood Street (formerly "Central Station") group of housing developments. We are proud of the enclosed F.E.I.R. and its thorough responses, prepared by City staff and consultants, to the many community comments received.

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HFH Central Station Village LLC

6450 Hollis Street, Emeryville, California 94608
telephone: (510) 652-4191 ✉ facsimile: (510) 652-9661

February 9, 2005

Mr. Colland Jang
Oakland Planning Commissioner
Colland Jang Architect
211 - 10th Street, Suite 328
Oakland, California 94607

Dear Commissioner Jang,

On behalf of all of us Wood Street developers, thank you very much for the considerable time you have (and will) put into reading, reviewing, listening and commenting on the Wood Street (formerly "Central Station") group of housing developments. We are proud of the enclosed F.E.I.R. and its thorough responses, prepared by City staff and consultants, to the many community comments received.

We understand that your March 2 meeting agenda will include a complete review of the projects. We will contact you before that meeting date in order to respond to any questions or comments regarding our proposed projects, the approvals process, and the E.I.R.

In the meantime, please do not hesitate to contact any of us with questions or comments about any aspect of the proposed projects.

Very truly yours,

Andrew Getz
HFH Central Station Village LLC
andyg@hfhltd.com

Enclosures: Final Environmental Impact Report, February 7, 2005

cc: Rick Holliday
Holliday Development
(510) 547-2122
rick@hollidaydevelopment.com

Carol Galante
BUILD West Oakland
(415) 989-1111
cgalante@bridgehousing.com

Claudia Cappio - Planning Director, City Of Oakland

HFH Central Station Village LLC

6450 Hollis Street, Emeryville, California 94608
telephone: (510) 652-4191 ✉ facsimile: (510) 652-9661

February 9, 2005

Ms. Suzie Lee
Oakland Planning Commissioner
Y.H. Lee Associates
363 - 13th Street
Oakland, California 94612

Dear Commissioner Lee,

~~On behalf of all of us Wood Street developers, thank you very~~
much for the considerable time you have (and will) put into
reading, reviewing, listening and commenting on the Wood Street
(formerly "Central Station") group of housing developments. We
are proud of the enclosed F.E.I.R. and its thorough responses,
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Very truly yours,

Andrew Getz
HFH Central Station Village LLC
andyg@hfhlttd.com

Enclosures: Final Environmental Impact Report, February 7, 2005

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Claudia Cappio - Planning Director, City Of Oakland

HFH Central Station Village LLC
6450 Hollis Street, Emeryville, California 94608
telephone: (510) 652-4191 ✉ facsimile: (510) 652-9661

February 9, 2005

Ms. Anne Mudge
Oakland Planning Commissioner
Stoel Rives
111 Sutter Street, Suite 700
San Francisco, California 94104

Dear Commissioner Mudge,

On behalf of all of us Wood Street developers, thank you very much for the considerable time you have (and will) put into reading, reviewing, listening and commenting on the Wood Street (formerly "Central Station") group of housing developments. We are proud of the enclosed F.E.I.R. and its thorough responses, prepared by City staff and consultants, to the many community comments received.

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Very truly yours,

Andrew Getz
HFH Central Station Village LLC
andyg@hfhlltd.com

Enclosures: Final Environmental Impact Report, February 7, 2005

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(510) 547-2122
rick@hollidaydevelopment.com
Carol Galante
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Claudia Cappio - Planning Director, City Of Oakland

HFH Central Station Village LLC

6450 Hollis Street, Emeryville, California 94608
telephone: (510) 652-4191 facsimile: (510) 652-9661

February 9, 2005

Ms. Nicole Franklin
Oakland Planning Commissioner
Management Supervisor
San Francisco Redevelopment Agency
770 Golden Gate Avenue
San Francisco, California 94102

Dear Commissioner Franklin,

~~On behalf of all of us Wood Street developers, thank you very~~
much for the considerable time you have (and will) put into
reading, reviewing, listening and commenting on the Wood Street
(formerly "Central Station") group of housing developments. We
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E.I.R.

In the meantime, please do not hesitate to contact any of us with
questions or comments about any aspect of the proposed projects.

Very truly yours,

Andrew Getz
HFH Central Station Village LLC
andyg@hfhlttd.com

Enclosures: Final Environmental Impact Report, February 7, 2005

cc: Rick Holliday Carol Galante
Holliday Development BUILD West Oakland
(510) 547-2122 (415) 989-1111
rick@hollidaydevelopment.com cgalante@bridgehousing.com

Claudia Cappio - Planning Director, City Of Oakland

**Exhibits Received at City Planning
Commission Meeting**
Date 3/14/05 Case No. 6

As a West Oakland resident and neighbor of the proposed West Street project/Central Station developments I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | signature | address | phone number | date |
|----|-------------------|------------------------|--------------------------|----------------|----------|
| 1 | MIDAS JONES | <i>Midas Jones</i> | 1071-12th St Oakland | 451-2364 | 3-1-05 |
| 2 | Leoha Davis | <i>Leola Davis</i> | 1055 8th St #203 Oakland | 510-763-4448 | 3-1-05 |
| 3 | Zucan E. Thurston | QUEEN E. THURSTON | 1001 Linden St Oakland | 510-452-4180 | 03-01-05 |
| 4 | Dollie Rambo | <i>Dollie Rambo</i> | 1416 Magnolia St Oakland | 510-832-0269 | 3-6-05 |
| 5 | Leroy Watson | LEROY WATSON | 2730 ADELINE ST | 834-4072 | 3-6-05 |
| 6 | Teresa Holmes | <i>Teresa Holmes</i> | 1736 Chase St Oakland | 510-663-1157 | 3-7-05 |
| 7 | Alexa Cannon | <i>Alexa Cannon</i> | 1532 Magnolia Oakland | | 3-7-05 |
| 8 | Carl Feter | <i>Carl Feter</i> | 3301 Adeline St Oakland | | 3/7/05 |
| 9 | Bobby Wilkerson | <i>Bobby Wilkerson</i> | 971 21st St Oakland | | 3/08/05 |
| 10 | Debra Mills | <i>Debra Mills</i> | 223-5th Ave 304 Oakland | 2101-8049 | 3/8/05 |
| 11 | Debra Mason | <i>Debra Mason</i> | Oak CA Oakland | 9405 | 3-7-05 |
| 12 | Joseph Williams | <i>Joseph Williams</i> | 1109 Linden St. Oakland | (510) 978-0650 | 3-7-05 |
| 13 | Elton Lloyd JR | <i>Elton Lloyd JR</i> | 1415 Magnolia St Oakland | (510) 773-9894 | 3-7-05 |
| 14 | Londell Porter | <i>Londell Porter</i> | 2823 Magnolia St Oakland | 4107-4166 | 3-7-05 |
| 15 | Kathleen Mills | <i>Kathleen Mills</i> | 801 #A Campbell Oakland | 414-0520 | 3-7-05 |
| 16 | Wanda Moody | <i>Wanda Moody</i> | 1128 Kirkham St Oakland | | |

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| # | Name | signature | address | phone number | date |
|----|-----------------|-----------------|-------------------------------------|--------------|--------|
| 1 | RAFAEL MONTUFA | 1521 | 974 ST AP # 504 | | |
| 2 | HASAN ALGASON | Hasan Algason | 1475 9 th St Oakland | | |
| 3 | Shekha Saleem | Shekha Saleem | 1531 9 th St Oakland | 510 395-4096 | |
| 4 | Rajahn Reed | Rajahn Reed | 1931 Cleveland St Oakland | | 3/7/05 |
| 5 | Dorothy Hartog | Dorothy Hartog | 17661 Goss Oakland | | |
| 6 | Pedro Rodriguez | Pedro Rodriguez | 854 Peralta St Oakland | | |
| 7 | DONALD SMITH | Donald Smith | 1521 9 th ST # 304 | | 3-7-05 |
| 8 | MELVIN OLIVER | Melvin Oliver | 1521-9 th ST # 104 | | |
| 9 | Edward Talley | Edward Talley | 854 Peralta St # 304 | | 3/7/05 |
| 10 | Kenneth Dove | Kenneth Dove | 1521 9 th ST Oakland | 510 695 5957 | 3-7-05 |
| 11 | Keith Tress | Keith Tress | 1521 9 th ST Oakland | 510 832-0729 | 3-7-05 |
| 12 | Oliver Gauthier | Oliver Gauthier | 1521 9 th St Oakland | | 3-8-05 |
| 13 | JAMES WILLIAMS | James Williams | 1531 9 th St Oakland | | |
| 14 | Maggie Moore | Maggie Moore | 850 Peralta St Oakland | | 3/7/05 |
| 15 | JAMES VAUGHN | James Vaughn | 1481-9 th ST # B Oakland | | 3-8-05 |
| 16 | Tris CORNELIUS | Tris Cornelius | 1514 9 th ST Oakland | 510-208-5239 | 3-8-05 |

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| # | Name | signature | address | phone number | date |
|----|--------------------|---------------------------|-------------------------|-----------------------------|---------|
| 1 | JERRY Killensworth | <i>Jerry Killensworth</i> | 1030 Wood St. Oakland | 510-444-1476 | 3/10/05 |
| 2 | Tim Fort-walke | <i>Tim Fort-walke</i> | 1019 Center St Oakland | N/A | 3/10/05 |
| 3 | John Smith | <i>John Smith</i> | 1026 10th St Oakland | - | 3/10/05 |
| 4 | James Taylor | <i>James Taylor</i> | 979 Campbell St Oakland | N/A | 3/10/05 |
| 5 | Ché Miranda | <i>Ché Miranda</i> | 1019 Center St #B | 510-326-2404 | 3/10/05 |
| 6 | Kasheta Jackson | <i>Kasheta Jackson</i> | 1027 Center St #A | 510 4445140 | 3/10/05 |
| 7 | Harry Layne | <i>Harry Layne</i> | 918 Wood St Oakland | 510 776-6077 | 3/10/05 |
| 8 | William Howard | <i>William Howard</i> | 918 Center Street | 510 477-7557 | 3/10/05 |
| 9 | Monica James | <i>Monica James</i> | 827 Chester Street | (510) 689-3489 | 3/10/05 |
| 10 | WALTER EDWARD | <i>Walter Edward</i> | 825 CHESTER ST Oakland | 510 576 0265 | 3/10/05 |
| 11 | Leonard Ambrose | <i>Leonard Ambrose</i> | 1240 Willow St. Oakland | 510 918-4362 | 3/10/05 |
| 12 | Marcus Stone | <i>Marcus Stone</i> | 825 CHESTER Oakland | (510) 836-2265 | 3-10-05 |
| 13 | James Jackson | <i>James Jackson</i> | 1021 Chester St Oakland | 510 822 0916 | 3-10-05 |
| 14 | Jack Stills | <i>Jack Stills</i> | 1005 Chester St Oakland | 510-451-0899 | 3-10-05 |
| 15 | Vaherie Jackson | <i>Vaherie Jackson</i> | 1005 Chester St Oakland | 510 451-0899 | 3-10-05 |
| 16 | David Crossgrove | <i>David Crossgrove</i> | 1509 9th St, Oakland | 510 451-0899 N/A | 3-10-05 |

As a West Oakland resident and neighbor of the proposed Wood Street project/Central Station developments I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | signature | address | phone number | date |
|----|-----------------------|-----------------------|---------------------------------------|----------------|--------------------|
| 1 | Ernest Dillard | Ernest Dillard | 1456-9 th St Oak | 832-4195 | 3/11/05 |
| 2 | Letitia Hipston | Letitia Hipston | 1456-9 th St Oak | 832-4195 | 3/11/05 |
| 3 | Michael Rainey | Michael Rainey | 1518 9 th St Oak | 677-7523 | 3/11/05 |
| 4 | Charles Rose | Charles Rose | 871 27 th St Oak | 703-8973 | 3/11/05 |
| 5 | Lakya Alderson | Lakya Alderson | 1350 7 th St #A336 | 832-2699 | 3-11-05 |
| 6 | Hasana Alderson | Hasana Alderson | 1350 7 th St #A336 | 832-2699 | 3-11-05 |
| 7 | Jackie White | J. White | 1475-9 th St Oak | 381-4111 | 3-11-05 |
| 8 | Lajerra White | Lajerra White | 1474 9 th St Oak | N/A | 3-11-05 |
| 9 | Tarce Jane | Tarce Jane | 1509 8th St Oak | N/A | 3-11-05 |
| 10 | Kenny Smith | Kenny Smith | 1481 9 th St Oak | N/A | 3-11-05 |
| 11 | Carria Johnson | Carria Johnson | 1481 9 th St Oak | N/A | 3-11-05 |
| 12 | Regenia Alderson | Regenia Alderson | 1475 9 th St Oak | N/A | 3-11-05 |
| 13 | Bequeline Ford | Bequeline Ford | 1918 9 th St Oak | 798-7119 | 3-11-05 |
| 14 | David Bell | David Bell | 164 11 th St Oak | — | 3-11-05 |
| 15 | William Bell | William Bell | 1481 9 th St #B Oak | N/A | 3-11-05 |
| 16 | Dennis Cole | Dennis Cole | 1481 9 th St. Oak | N/A | 3-11-05 |

As a West Oakland resident and neighbor of the proposed Wood Street project/Central Station developments I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | signature | address | phone number | date |
|----|-------------------|-----------|----------------------|--------------|---------|
| 1 | Sulsyman Ali | | 936 Center Oak | N/A | 3/11/05 |
| 2 | Renee Hentzel | | 2226 450. graden | | 3/11/05 |
| 3 | Deandre Tompkins | | 2226 450. graden | | 3/11/05 |
| 4 | Markeda Willson | | 481 9th St #C Oak | 510.268.3276 | 8/11/05 |
| 5 | TAMARA | | 1469 9th St Oak | N/A | 3/11/05 |
| 6 | Larry Carr | | 1464 - 9th St Oak | N/A | 3-11-05 |
| 7 | Cornell Harris | | 1813 west of Oakland | N/A | 3/11/05 |
| 8 | Miyasha Bracken | | 1533 9th St Oak | 510 395 7651 | 3/11/05 |
| 9 | Dan Shondra | | 1704 14 Oakland | 510 835-2205 | 3/11/05 |
| 10 | Ruby Brown | | 454-9th St. Oakland | N/A | 3/11/05 |
| 11 | James Jones | | 908 center st. Oak | N/A | 3/11/05 |
| 12 | CARL HILL | | 1454-9th St Oakland | N/A | 3/11/05 |
| 13 | Nadine Colman | | 912 CENTER St Oak | | 3/11/05 |
| 14 | William Steel | | 916 CENTER Oak | N/A | 3/11/05 |
| 15 | Robert Mendenhall | | 1012 center St #2 | N/A | 3/11/05 |
| 16 | MARCUS BROWN | | 912 Center St Oak | N/A | 3/11/05 |
| | Keeto Gaines | | 912 Center St Oak | N/A | 3-11-05 |

As a West Oakland resident and neighbor of the proposed Wood Street project/Central Station developments I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | signature | address | phone number | date |
|----|-----------------|------------------------|----------------------------|--------------|---------|
| 1 | LEONARD JOHNSON | <i>Leonard Johnson</i> | 1004 CHESTER ST Oakland | 410 0316 | 3/10/05 |
| 2 | James Williams | <i>James Williams</i> | 1734 9th St Oakland | N/A | 3/10/05 |
| 3 | AURORA HOUNDIS | <i>Aurora Houndis</i> | 1028 WOOD ST (ST) CC3-K835 | | 3-10-05 |
| 4 | Pi Malveal | <i>Pi Malveal</i> | 1027 Wood Oakland | N/A | 3/10/05 |
| 5 | Hope Island | <i>Hope Island</i> | 533 12th St. Oakland | NA | 3/10/05 |
| 6 | Cameron Island | <i>Cameron Island</i> | 533 12th St. Oakland | N/A | 3-10-05 |
| 7 | EDWARD JENKINS | <i>Edward Jenkins</i> | 1005 CHESTER ST | N/A | 3-11-05 |
| 8 | Johna Boissiere | <i>Johna Boissiere</i> | 938 Cheske St | N/A | 3-11-05 |
| 9 | Bruce Young | <i>Bruce Young</i> | 1106 Chester St | N/A | 3-11-05 |
| 10 | Betty Young | <i>Betty Young</i> | 1106 Chester St | N/A | 3-11-05 |
| 11 | J.W. Jones | <i>J.W. Jones</i> | 1009 CHESTER ST | N/A | 3-11-05 |
| 12 | Stanley Brown | <i>Stanley Brown</i> | 1453 5th St | N/A | 3-11-05 |
| 13 | Derrick Lewis | <i>Derrick Lewis</i> | 1473 9th Street | N/A | 3-11-05 |
| 14 | Cedric Massey | <i>Cedric Massey</i> | 1473 9th St | NA | 3-11-05 |
| 15 | Bill Goodwin | <i>Bill Goodwin</i> | 1485 9th Street | N/A | 3-11-05 |
| 16 | Chris Johnson | <i>Chris Johnson</i> | 1482 9th Street | N/A | 3-11-05 |

As a West Oakland resident and neighbor of the proposed Wood Street project/Central Station developments I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | signature | address | phone number | date |
|----|-------------------------|--------------------|-----------------------------------|----------------|----------|
| 1 | LEO ALDERSON | Leo Alderson | 1473 9 th ST Oakland | (510) 444-8708 | 03/10/05 |
| 2 | April Muck-Killensworth | April Killensworth | 1030 Wood St. Oakland | (510) 444-1476 | 03/10/05 |
| 3 | SHANTEL DAVIS | Shantel Davis | 1475 9 th St. Oakland | N/A | 03/10/05 |
| 4 | HASAN ALDERSON | Hasan Alderson | 1475 9 th St. Oakland | N/A | 03/10/05 |
| 5 | Pauline Wilson | Pauline Wilson | 1473 9 th St. Oakland | (510) 444-8908 | 3/10/05 |
| 6 | Carol Gregg | Carol Gregg | 3124 Market St. Oakland | (510) 541-1017 | 3/10/05 |
| 7 | MIKE JONES | Mike Jones | 522 CHESTER ST Oakland | N/A | 3/10/05 |
| 8 | Wanda | Wanda | 1211 9 th St Oakland | N/A | 3/10/05 |
| 9 | Evarisa Vaughn | Evarisa Vaughn | 1481-9 th St B Oakland | 510-839-8310 | 3/10/05 |
| 10 | Khalil Vaughn | Khalil Vaughn | 1481-9 th St B Oakland | 510-839-8310 | 3/10/05 |
| 11 | Terry Lawner | Terry Lawner | 824 Henry St | 510 6584100 | 3/10/05 |
| 12 | Lateefah Cade | Lateefah Cade | 1475 9 th St Oakland | 510 410270 | 3/10/05 |
| 13 | Bridgette Cree | Bridgette Cree | 1005 Chester St. | 510) 451-0899 | 3/10/05 |
| 14 | Willie Fountler | Willie Fountler | 1001 Chester St. Oakland | (510) 948-4108 | 3/10/05 |
| 15 | Bobbie T. | Bobbie T. | 2627 M-L-K-W #3 | 510) 763-6267 | 3/10/05 |
| 16 | Jack Stillman | Jack Stillman | 1005 Chester St. | 510) 728-9787 | 3/10/05 |

As a West Oakland resident and neighbor of the proposed Wood Street project/Central Station developments I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | signature | address | phone number | Date |
|----|----------------------|----------------------|-------------------------------|--------------|-----------|
| 1 | Sergio Estrada | Sergio Estrada | 1516 9th St Oakland | 451-8549 | 3-8-05 |
| 2 | Flord Hartzog | Flord Hartzog | 1501-9th St #40 Oakland (510) | 832-7170 | 3-8-05 |
| 3 | Tommy Killensworth | Tommy Killensworth | 1509 9th St Oakland | 452-2995 | 3-8-05 |
| 4 | Alden Bracken | Alden Bracken | 1533 9th St Oakland | 912-5536 | 3-8-05 |
| 5 | Christi Rouse | Christi Rouse | 1521 9th St Oakland | 830-9837 | 3-8-05 |
| 6 | Ellen Wynn Parkinson | Ellen Wynn Parkinson | 1420 Magnolia St Oakland | 835-2280 | 3-8-2005 |
| 7 | EDWARD LINDSAY | Edward Lindsay | 1410 MAGNOLIA ST. OAKLAND | | 3-10-2005 |
| 8 | KARIN MAC DONALD | Karin Mac Donald | 1225 PERKINS ST 94607 | 8392546 | 3-16-2005 |
| 9 | Tamera White | Tamera White | 1462-8th St 94607 | 326-7118 | 3-16-05 |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |

As a West Oakland resident and neighbor of the proposed Wood Street project/Central Station developments I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | signature | address | phone number | date |
|----|-----------------------|-----------------------|-----------------------------|--------------------------------|-------------------|
| 1 | Regina Davis | <i>Regina Davis</i> | 1539 Adeline St. <i>Oak</i> | 268-1478 | 3/7/05 |
| 2 | Dorothy PAYNES | <i>Dorothy Paynes</i> | 1038 Adeline ST <i>Oak</i> | 763.0341 | 3/7/05 |
| 3 | Ozell K. Haine | <i>Ozell K. Haine</i> | 840 19th St <i>Oakland</i> | 415-834-3927 3-7-05 | 3-7-05 |
| 4 | Zula Sanders | <i>Zula Sanders</i> | 834 19th St <i>Oakland</i> | 268 0474 | 3-7-05 |
| 5 | XXXXXXXXXX | XXXXXXXXXX | XXXXXXXXXX St. | XXXXXXXXXX | 3/7/05 |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
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| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |

Marcus A. Johnson, 1520 Willow St. Oakland, CA. 94607
510.290.8300; marcus_a_johnson@yahoo.com

March 16th 2005

Oakland City Planning Commissioners: Nicole Y. Franklin
Colland Jang (Vice-Chair)
Clinton Killian
Suzie W. Lee
Michael Lighty
Mark A. McClure (Chair)
Anne E. Mudge

Exhibits Received at City Planning
Commission Meeting
Date 3/16/05 Case No. 6

Subject: **Wood Street Development Project,**
Case files ER 03-0023, GP 04-545, RZ 04-544, CDET 04-032

I am not a community activist and there's nothing special about my story, no tear jerking experience to share and I believe my life is typical of the people in the West Oakland. I have spent over 40 years in West Oakland, presently residing within 1 block of the Central Train Station.

After watching the progress of the Wood St. /Central Train Station development, I'm disappointed.

I'm disappointed with organizations which claim to be community based or grass root but has not once made contact with myself and other neighbors living within blocks of the development, but yet they speak for the community. I'm also disappointed with flawed and error prone petitions circulated by these organizations.

It's not my intent to harshly criticize but I believe enough time has past from 1999 to 2005 for all the parasitic elements to make their true agenda known. There are other developments in this city and this project has been milked long enough and it's now time to move on. I'm sure the commissioners will see these organizations involved in other developments hopefully with some true community input.

In an attempt to turn my frustration into something positive, I took the time to find out what my neighbors thought of this project. I walked or drove around the neighborhood with some development information and a petition. Speaking to folks, the feedback I got was 99% for the development. The only (1%) negative comment was what I believe to be based propaganda spread by those who use cookie cutter methods and hot button terms like "gentrification" from one campaign to another.

In closing, I would like to present to the commissioners this petition with comments signed by true Wood St. /Central Train Station neighbors along with some map and chart attachments which depict the petition signers' residential proximity to the development and zip code data.

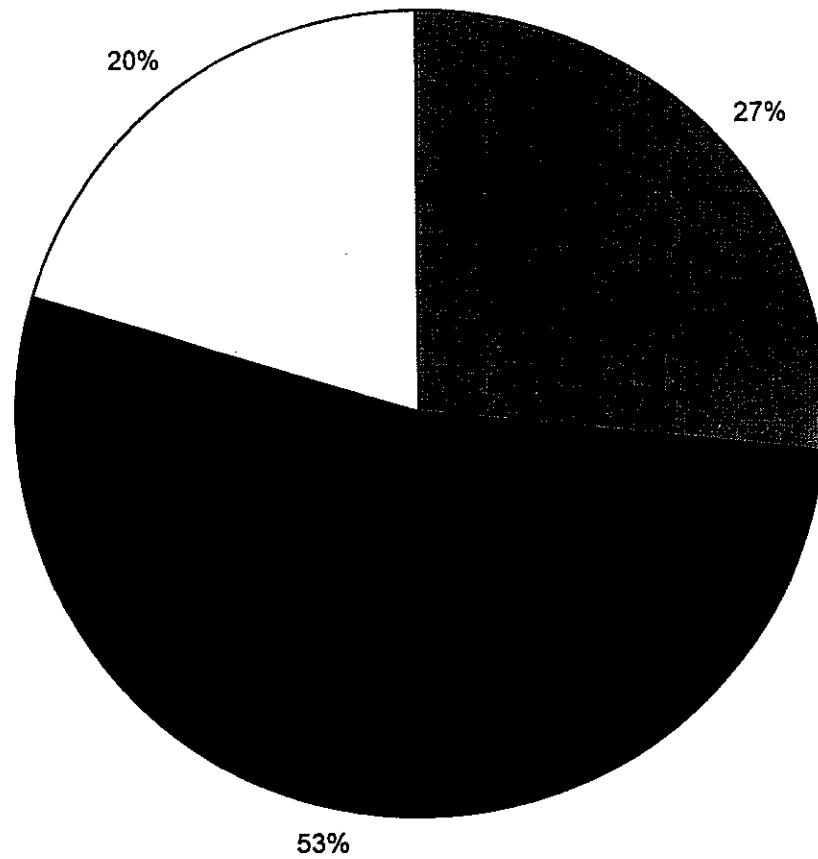
I submit this petition and data, hoping we can more forward with this development. Thank you in advance.

Marcus A. Johnson



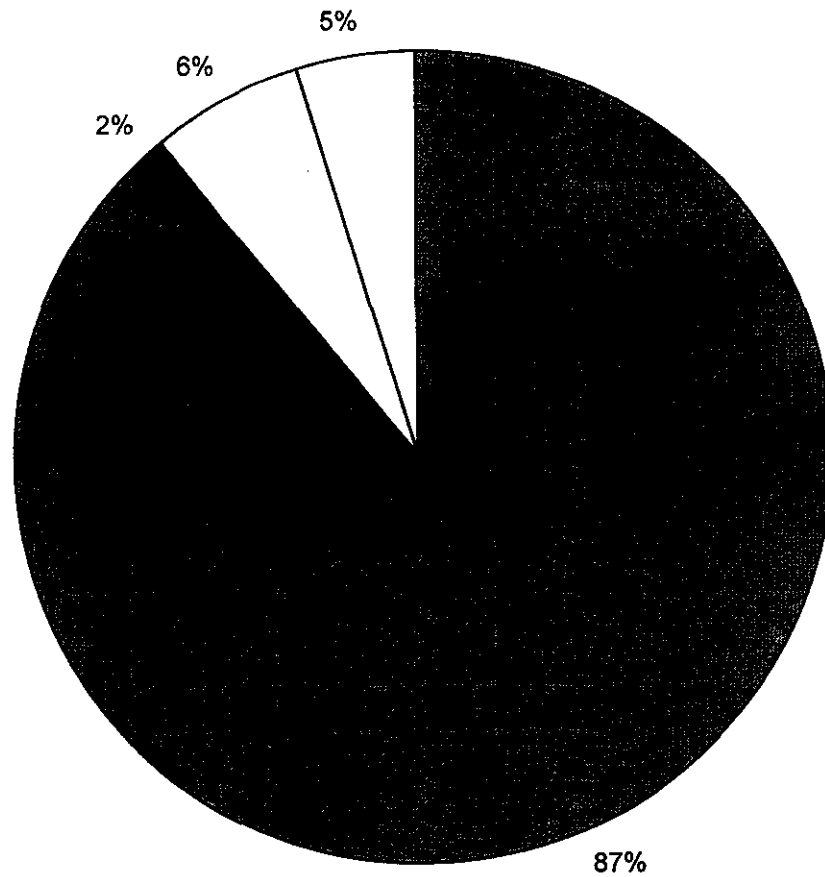
Attachments: Petition Signer's Residential Proximity Chart & Map, Signer's by Zip Code chart

Signer's Proximity To Central Station



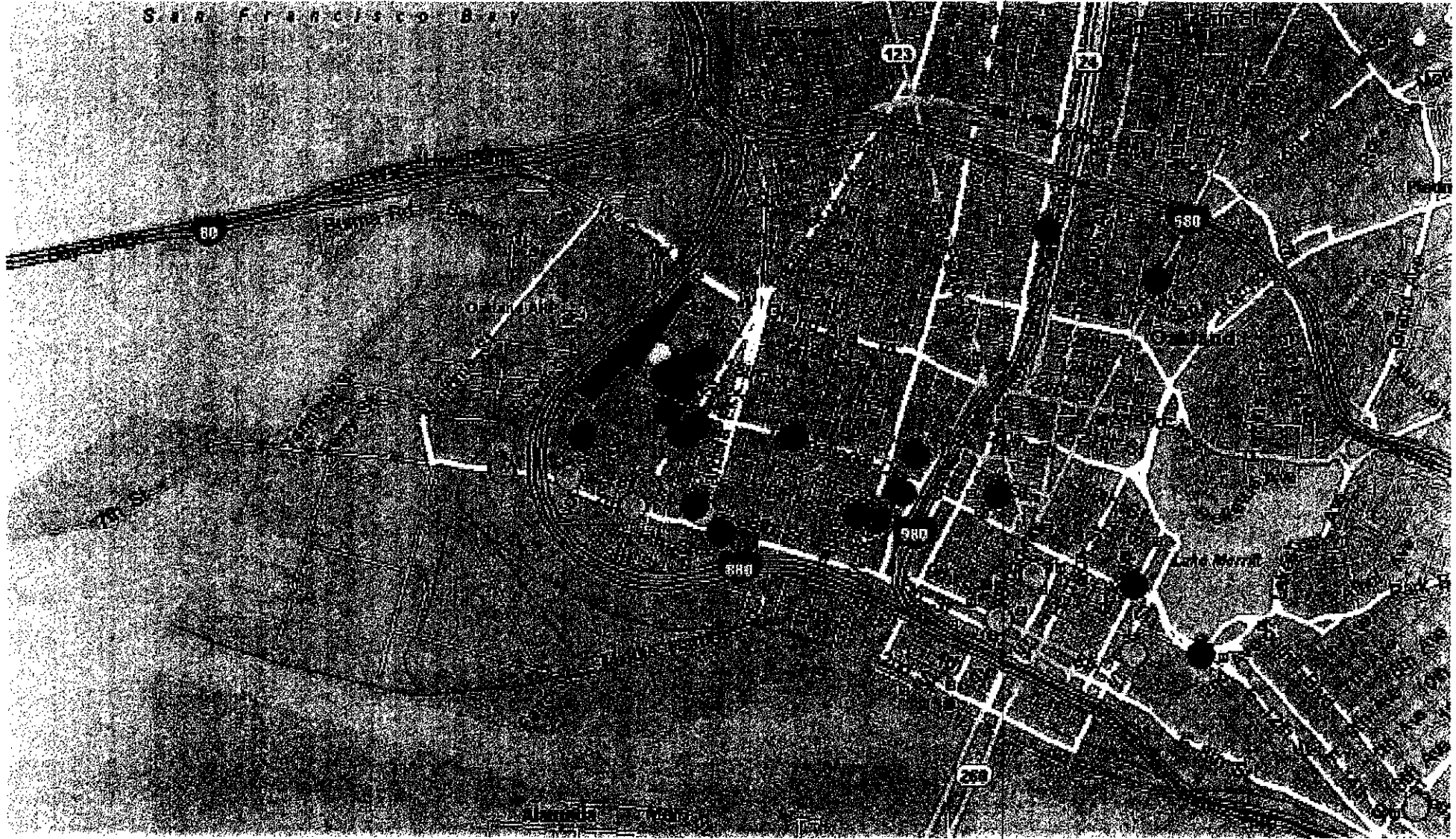
- <1/4 mile
- 1/4 < 1 mile
- 1 < 2.5 miles

Signer's Zip Codes



- 94607 Percent
- 94606 Percent
- 94608 Percent
- 94612 Percent

LOCAL CENTRAL STATION / WOOD STREET PROJECT SUPPORTERS



- 64 NEIGHBORS
- AVERAGE NUMBER OF YEARS IN WEST OAKLAND: 12 YEARS,
(RANGING FROM 2 MONTHS TO 65 YEARS)

Central Station Development

| # | Name | Address | Years in West Oakland | Supporter of Central Station | Comments |
|----|------------------|---------------------|-----------------------|------------------------------|---|
| 1 | Eugene Pray | 930 10th Street | 45 years | yes | |
| 2 | Jing Wu | 211 10th St. | 6 yrs | yes | |
| 3 | Stephanie Azalia | 1484 12th #202 | 2 years | yes | |
| 4 | Charlie Stevens | 1509 13th | 4 years | yes | |
| 5 | Helen Knight | 1625 13th Street | 27 years | yes | |
| 6 | H. Mae | 570 16th St. | 6 yrs. | yes | |
| 7 | David Jones Jr | 1350 7th/Mandela | 3 | yes | |
| 8 | Lana Khan | 1750 7th St Oakland | 2 1/2 | yes | |
| 9 | Angelina Halil | 715 Peralta Oakland | 1 | y | |
| 10 | Tran Quynh | 394 12th | 9 months | yes | I am willing to suppress my community, its time for a change. |

As a West Oakland resident and neighbor of the proposed Wood Street Project/Central Station developments, I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community.

Central Station Development

| # | Name | Address | Years in West Oakland | Supporter of Central Station | Comments |
|----|-----------------|------------------|-----------------------|------------------------------|--|
| 1 | R Brownwyn | 1218 Campbell St | 2 | Yes | |
| 2 | Antonio Jr | 780 13th St | 4 | Yes | |
| 3 | P. Gorder | 1221 Perotta | 2 | Yes | |
| 4 | Juanadelyn G. | 1315 Campbell | 2 | Yes | |
| 5 | IAN THANT | 1250 7th | 3 | YES | |
| 6 | Christy F. | 781 Mandela | 1 | Not sure | |
| 7 | Steven Ellis | 1202 Campbell | 1 | Yes | |
| 8 | Erik Young | 257 16th | 17 | Yes | |
| 9 | Nichole Jackson | 1311 Campbell | 8 1/2 yr | Yes | |
| 10 | Deb Fan | 1550 7th St | 2 mo. | Yes | The community needs a change, everyone needs to see these supports & be one of them. |

As a West Oakland resident and neighbor of the proposed Wood Street Project/Central Station developments, I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community.

Central Station Development

| # | Name | Address | Years in West Oakland | Supporter of Central Station | Comments |
|----|-------------------|-----------------------------|-----------------------|------------------------------|---|
| 1 | Erwendolyn G. | 1315 Campbell St Oakland | 2 | Yes | |
| 2 | Stacie Moore | 1437 13th St | 3 | Y | |
| 3 | C. BEITZ | 1215 PERALTA OAKLAND CA | 1 | Yes | |
| 4 | Leonard Shield | 2507 15th Oakland | 2 | Yes | I support the central station all the way. |
| 5 | Chris Jones | 1350 7th St | 1 1/2 yr | Yes | |
| 6 | Charence Lyles | 1114 Peralta | 1 | Y | |
| 7 | Michael Scott | 1224 Peralta | 12 yrs | Yes | |
| 8 | Eddie M. | 1425 14th | 3 | Yes | |
| 9 | Donald Wayland | 427 8th Street | | YES NO | I have not heard about the project, willing to find out. D.W. |
| 10 | Ryan Heager | 71 10th St. | | YES | |

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Central Station Development

| # | Name | Address | Years in West Oakland | Supporter of Central Station | Comments |
|----|----------------|---------------|-----------------------|------------------------------|-----------------------|
| 1 | Regina Rose | 1685 16th St | 22 | Yes | She lives in the area |
| 2 | Kenneth Lee | 1715 Campbell | 42 | Yes | |
| 3 | Jessica Ngy | 1678 16th St. | 10 | yes | |
| 4 | AL Burke | 1468 14th St | 20 | yes. | |
| 5 | Peter Davidson | 1477 14th St | 3 | Yes | |
| 6 | Alancee Lull | 1508 16th St. | 1 1/2 | Yes | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |

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| # | Name | Address | Years in West Oakland | Supporter of Central Station | Picture? | Comments |
|----|----------------------------|---------------------------------|-----------------------|------------------------------|----------|----------------|
| 1 | Terrell Williams | 1411 32nd St Oakland, CA | 20 years | yes | | |
| 2 | TAMARA Williams | 1578 32nd St Oakland, CA | 20 years | yes | | 472-6813 |
| 3 | Melissa Holmes | 1428 Madison St Oakland, CA | 20 years | yes | | (510) 221-9838 |
| 4 | Terrell Williams | 1420 34th St Oakland, CA | 30 yrs | yes | | (510) 534-2217 |
| 5 | John Boston | 1416 Magnolia St Oakland, CA | 31 yrs | yes | | (510) 830-6005 |
| 6 | Yolanda Brock | 1577 32nd St Oakland, CA | 6 yrs | yes | | (510) 477-4705 |
| 7 | Esther D. Williams | 1004 32nd St Oakland, CA | 30 yrs | yes | | 510 597-0562 |
| 8 | | | | | | |
| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |

As a West Oakland resident and neighbor of the proposed Wood Street Project / Central Station developments, I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | Address | Years in West Oakland | Supporter of Central Station | Picture? | Comments |
|----|--------------------|-------------------------------------|-----------------------|------------------------------|----------|--|
| 1 | | | | | | |
| 2 | Glenn Silva | 1536 Willow St Oakland, CA 94607 | 23+ | Yes | | 510-843-4478 |
| 3 | Malik Kafeh | 1516 Willow St | 40+ | YES | | I am a life long resident of West Oakland and I fully support the Central Station Project. |
| 4 | Stacey N. Akintoye | 1680 - 15th St Oakland, CA 94607 | 40+ | Yes | | |
| 5 | Walter | 1634 - 15th St Oakland, CA 94607 | 3 | Yes | | |
| 6 | CHARLOTTE AYON | 1692 15th St Oakland, CA 94607 | 1 | YES | | |
| 7 | LOWNERN WALTER | 1555 Campbell St Oakland, CA | 7 | Yes | | |
| 8 | Shaleena Johnson | 1350 7th St Oakland, CA 94607 | 10 | Yes | | |
| 9 | Marcelle Robinson | 1350 7th St Oakland, CA 94607 | 10 | Yes | | |
| 10 | Ka Wong | 1428 Willow St Oakland, CA 94607 | 12 | Yes | | |
| 11 | Siddons, Mildred | 1655 15th St Oakland, CA 94607 | 21 | yes | | Full support of project w/o home unit being |

As a West Oakland resident and neighbor of the proposed Wood Street Project / Central Station developments, I would like to voice my support for the proposed developments as I welcome this exciting change and progress in my community

| # | Name | Address | Years in West Oakland | Supporter of Central Station | Picture? | Comments |
|----|-----------------|--------------------------------------|-----------------------|------------------------------|---|--|
| 1 | Jordan Williams | 1524 Willow St Oak 94607 | 10+ | yes | | here for the... ...work needs |
| 2 | Jill Silver | 1522 9th Street Oak 94607 | 5+ | YES | | |
| 3 | Steve... | 1522 9th St Oakland 94607 | 5+ | YES | | |
| 4 | Todd Wayer | 1790 Goss St OAKLAND, CA 94607 | 1 yr | yes | | I think this is what w/ OAKLAND needs <u>economically!</u> |
| 5 | H. JENNIFER | 1736 16th St OAKLAND CA | 1/2 yr | yes | | |
| 6 | Lori Zook | 1734 Campbell St Oakland CA 94607 | 7 yrs | Yes | | im delighted about this Project! |
| 7 | Tom Dean | 1734 Campbell St OAKLAND CA 94607 | 15 yrs | Yes | | Oh Boy! |
| 8 | Alina Reynolds | 1646 14th St Oak, CA 94607 | 19 yrs | yes |  | OK! - |
| 9 | MARY BRADEN | 1643 12th St Oakland, CA 94607 | 2+ | YES! | | Yeah! |
| 10 | Nick Probst | 1693 12th St Oakland CA 94607 | 2+ | yes | | We need more Retail! |
| 11 | STEVE WARD | 824 PERALTA | 2+ | YES | | WEST OAKLAND HAS BEEN THE AREA OF LAST RESORT FOR AFFORDABLE HOUSING FOR LONG ENOUGH. |

Oakland May Lose Priceless SP Depot

By Allan Tenko
Chronicle Architecture Critic

Way down in nethermost Oakland, at the foot of 16th Street, there is a railroad station so beautiful that even people who don't care much about architecture realize it once had something to do with civic pride.

Only 76 years have passed, not long for a classical monument, since the Beaux-Arts palazzo was completed in 1912 as a gesture of the Southern Pacific's confidence in the future of the city.

The three great arched windows, surmounting balustrades, cornices, architraves and baroque escutcheons perfectly symbolized Oakland's boosterish optimism and growing prosperity during the great age of railroading.

The building, like the surrounding neighborhood, has taken a beating since then. Battered, begrimed, betrayed even in ordinary maintenance by the SP since the 1950s, and abused just as badly after Amtrak took over in 1971, the station has been held together in recent decades only by the integrity of its construction and the fineness of its materials.

Yet it is essentially sound and can easily be put right, even though pipes have burst and roofs leak so that the interior walls are crumbling in places and are everywhere soiled. It is hard to ruin a steel-framed building faced in Sierra granite and top-grade terra cotta whose lofty waiting room is paved in California marble and furnished with great benches in solid oak.

Not that yahoos can't try.

Now that Amtrak and the Port of Oakland are thinking of building a better-located passenger station on First Street, across from

Jack London Village, the challenge is to save the venerable station from being ruthlessly knocked down like an elderly person mugged in the street.

Threat of 'Development'

That fate will be all too possible once the SP transportation company, now merged with the Denver & Rio Grande, again gets its mitts on the monument. The SP still owns the property, leasing the building to Amtrak for a nominal charge. The SP's record in historic preservation is bleak, and the company is reportedly interested in "developing" the site.

The Oakland City Council had the wisdom to declare the station an official landmark in 1984, but even if it is placed on the national registry of historic monuments — which the SP may oppose — the building might still not be safe against a coalition of high-rolling Oakland pals and SP bottom-liners.

In other words, it is up to the people of Oakland — and of west Oakland in particular — to see what a treasure they have at 16th and Wood streets and to put it to a healthy new use.

Such a restoration will take money, especially if a few historic structures around the plaza, like the SP Hotel, are restored with the station. But railroad architecture on this order is priceless today.

Almost nothing is left in California to compare with the 16th Street station. Oakland's crude old Western Pacific depot of 1908 at Third and Washington streets, converted to a variety of commercial uses, does not approach its quality. There are some outstanding Mission Revival stations, notably the marvelous union terminal in Los Angeles. But as far as early 20th



The 16th Street Station in Oakland: an outstanding example of early 20th century classicism in railroad architecture

PHOTOS BY STEVE RINGMAN/THE CHRONICLE



A light standard with fluted column outside the station

century architect Jarvis Hunt (1859-1941), who also did stations in Kansas City and Dallas, the building itself — exclusive of tracks and trestles — cost the SP \$370,000. Equivalent to perhaps \$30 million today, the outlay was all the more remarkable because this was not the main terminus for travelers to San Francisco, which was down at the SP's Oakland ferry pier at the foot of Seventh Street, but an uptown transfer point for East Bay passengers.

That had an important effect on design. The SP's electric inter-urban lines ascended to a raised platform behind the station above the main line tracks. Another SP electric line stopped directly in front of the station amid the greenery and handsome lamp standards of a landscaped square.

Practical, Yet Elegant

A lesser architect than Jarvis Hunt might have made a mess of these converging systems. But he combined them in a design of calm efficiency, in which there is no conflict between modern practical needs and Beaux-Arts formal elegance.

Dominating the composition is

a splendidly ordered facade. The station measures 270 feet across, counting two side wings that include baggage rooms, a boiler house (topped by a delightful classic chimney), and other utilitarian spaces. What matters, however, is the massive central block, which has a strength that is almost Roman.

To emphasize its prominence, the slightly lower wings are set back a few feet so that the main facade emerges in all its power. Its almost unadorned side walls, in an accomplished display of fine masonry, perfectly frame the three colossal round-arched windows in the center — openings about 25 feet high — that impart an eloquent note of welcome.

Some time in the past, perhaps in the 1950s, the original glass was either replaced or, as far as I can tell, coated with a blue sun-resistant film that mars the whole effect; but that can be easily rectified. In any case, it cannot spoil the modeling of the arches, which are scooped-out in concave niches that give them monumental depth. The central window lifts above a metal canopy, held by heavy chains and blazoned with scroll-like decorations, that shelters the main entrance (whose present cheap doors are relatively new and will have to be replaced).

and 66 feet wide, which lifts about 40 feet to a coffered ceiling. The plaster ornamentation, once again, is very original within the Beaux-Arts discipline of scale and proportion. The materials have largely held up under grievous maltreatment, not least because the marble pavements have been carried six feet up the walls as wainscots.

Light floods in through the three great windows. Somehow this essentially European architecture, quite French here, has created a very Californian space.

On the south wall, set beneath the Southern Pacific sunset emblem, the Golden State is celebrated in a painting of Emerald Bay at Lake Tahoe. On the north wall is a painting of Mount Shasta, beneath a clock that stopped long ago. That was probably around the time that the three great spherical lanterns, suspended by chains which used to be raised or lowered from the attic above the ornate ceiling, also ceased to work.

Black History Museum

How Oakland can make time run again in this noble room is a question that has several possible answers. The most promising, to me, would be to create a museum celebrating the history and aspirations of the city's black community.

Exhibits Received at City Planning Commission Meeting
 Date 3/16/85 Case No. 5

...with great beams in solid oak.

Not that yahoos can't try.

Now that Amtrak and the Port of Oakland are thinking of building a better-located passenger station on First Street, across from

western Pacific depot or 1909 at Third and Washington streets, converted to a variety of commercial uses, does not approach its quality. There are some outstanding Mission Revival stations, notably the marvelous union terminal in Los Angeles. But as far as early 20th

the genuine article, not the diluted pastiches of the 1930s at Stockton or Sacramento — the Oakland station is the only thing of its kind this side of Denver or the Pacific Northwest.

Designed by the Chicago ar-

these converging systems. But he combined them in a design of calm efficiency, in which there is no conflict between modern practical needs and Beaux-Arts formal elegance.

Dominating the composition is

fect; but that can be easily rectified. In any case, it cannot spoil the modeling of the arches, which are scooped out in concave niches that give them monumental depth. The central window lifts above a metal canopy, held by heavy chains and blazoned with scroll-like decorations, that shelters the main entrance (whose present cheap doors are relatively new and will have to be replaced).

The tall side windows, rising from finely sculpted bases, are finer still. Beaux-Arts design is often dismissed as a derivative art of historic formulas, but like all classical systems it leaves ample room for originality. Here Hunt came up with stone "fountains" that virtually pour out of the building as sculptural abstractions.

Like the entire base of the building, where hard use requires resistant materials, they are done in "Sierra white" granite (also used extensively in the San Francisco Civic Center), which is not really white but a silvery gray. It has been superbly matched by the grooved terra cotta surfaces above, gray-flecked to resemble granite, which were cast to Hunt's designs by the ceramics firm of Gladding-McBean when it was at the peak of its craft. In morning sunlight, the facade can go golden.

The palatial mood continues in the waiting room, 116 feet long

above the ornate ceiling, also ceased to work.

Black History Museum

How Oakland can make time run again in this noble room is a question that has several possible answers. The most promising, to me, would be to create a museum celebrating the history and aspirations of the city's black community, which in fact got its start here more than a century ago when Fullman porters and their families settled in Oakland. Congressman Ron Dellums' octogenarian uncle, C. L. Dellums, was president of the Brotherhood of Sleeping Car Porters and became one of the stirring figures in Oakland history.

Today there is a small but fascinating museum of local black American history that is inadequately housed in the red brick Carnegie library at 5306 San Pablo Avenue. It needs room to grow. So does specifically black American art, now getting some attention in the Ebony Museum in a Victorian at 1034 14th Street, but obviously in need of expansion and encouragement that can probably best come from the Oakland Museum.

The Oakland Museum is one of the great works of Modern architecture in the Bay Area, a building that is also a green and flowering garden. Now is the time for West Oakland to begin to flower, too.



The station's waiting room, with its arched windows and marble floors, has a palatial appearance

Station Was Part of SP Owner's Grand Plan

By Harre W. Demoro
Chronicle Staff Writer

Amtrak's disintegrating Oakland station was built during the final great burst of expansion by the Southern Pacific, when the company was ruled by E. H. Harriman, one of the last of the imperial railroad tycoons.

The Oakland station and related improvements cost almost \$1 million, and that was real money in 1912-14, when the work was completed.

In the 1920s, more than 100 steam and electric trains a day served the station at 18th and Wood streets. Only eight Amtrak trains call there today.

Although the depot was busy in its heyday, the building was not intended to be Oakland's main railway station.

The important station was the cavernous rail-ferry terminal at Oakland Pier at the foot of Seventh Street, which was closed to passengers in 1958.

In Harriman's grand scheme, the 16th Street Station, its formal name, was intended to be an efficient transfer point between SP's long-haul trains and the company's then-extensive electrified local service.

The station was grander in appearance and scale than even the regal Harriman preferred because of urging by caustic city officials, who were in an anti-SP mood because of the railroad's robber-baron reputation.

As far as can be determined, the station never had a restaurant, because passengers were supposed to pass through the facility and not stay long enough to eat.

The station's second level accommodated SP's "Red Electric" suburban trains, which fanned out to Berkeley and downtown Oakland and, after 1939, operated into San Francisco over the San Francisco-Oakland Bay Bridge.

Like an Antique BART Station

Although the electric trains were abandoned in 1941, the upper

level station, which looks much like an antique version of a modern BART station, is still intact, although it is off limits to the public.

The waiting room was landscaped with palm trees growing in pots. The stationmaster, who was an

In the 1920s, more than 100 steam and electric trains a day stopped at the station

unofficial civic greeter to nobles arriving at the station, always wore a fresh flower in his uniform lapel.

The area in front of the building, now a scruffy parking lot, was landscaped, and SP's "dinky" streetcars that ran to downtown Oakland and to Alameda stopped in a parklike setting under the ornate lights, some of which survive.

"Many a time, my dad would take me down there to spend an afternoon sitting on a bench in the little park and we'd watch the trains and streetcars," recalled Oakland transit historian Vernon J. Sappers, who now is 71. "It was real entertainment."

On 18th Street, which dead-ends into the station, stopped the orange streetcars on four routes operated by the Key System, a local company that ran more than 300 electric trolleys in the East Bay, according to Sappers.

Workingman's Neighborhood

The setting 70 years ago, when West Oakland was a workingman's neighborhood, was much different from what it is today.

The station fronted on San Francisco Bay until the 1930s, when the tidelands were filled for the Port of Oakland.

Harriman, who merged so many railroads and became so powerful that President Theodore Roosevelt declared the financier to be

an enemy of good people, died in 1909, shortly before work began on the 18th Street station.

Harriman's unfulfilled plan to electrify the SP all the way to San Jose and up the Peninsula slowly unraveled as the federal government sued to separate the railroads he merged and make the SP independent again.

By the 1930s, the passenger train was in decline as automobiles became popular, then dominant.

The station became the major Oakland rail stop in 1958 after the ferries were abandoned and the dwindling number of San Francisco-bound rail riders were put on buses to San Francisco.

The Southern Pacific, eager to annihilate passenger trains, let the building fall into disrepair.

Amtrak took over the station, which SP still owns, in 1971 and has tried to cover some of the neglect with paint. But the fading blue and white paint is peeling away.

Southern California Rail Accidents Kill 4 Over Weekend

Associated Press

Los Angeles

A man playing "chicken" with an Amtrak locomotive and a woman who tripped under the wheels of a freight train were among four people who died in separate weekend railroad accidents, authorities said.

In San Diego County, Shawn James Schultz, 21, of Escondido was with a group of friends playing the daredevil game in Oceanside late Friday night when he put his head down on the tracks, Oceanside police said.

Near Los Angeles, Mary Louise Johnson, 30, of Temple City died before dawn Saturday in El Monte after she fell into the path of a freight train, police said.

An unidentified man died Saturday after he was struck by a train about 3:20 a.m. in the San Fernal Valley community of Sun Valley. On Friday night, another unidentified man was struck dead by an Amtrak train near Oxnard (Ventura County) police said.