

CITY OF OAKLAND
AGENDA REPORT

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OFFICE OF THE CITY CLERK
OAKLAND

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TO: Office of the City Administrator
ATTN: Deborah Edgerly
FROM: Community and Economic Development
DATE: April 12, 2005

RE: **WOOD STREET DEVELOPMENT PROJECT**

Report and recommendation regarding the Wood Street Development Project and a request for the City Council to 1) take testimony concerning the proposed Wood Street Project; 2) review and consider the proposed Wood Street Development Project; and 3) provide any comments, recommendations or requests for follow-up information so that they can be incorporated into the staff report for the May 3, 2005 public hearing on the two filed appeals and on the project itself. The Wood Street Development Project would result in the construction of up to 1,557 residential units, including live/work units in converted warehouses; 13,000 square feet of neighborhood-serving commercial uses; and approximately 24,000 square feet of civic/community uses associated with the historic 16th Street Train Station. The 16th Street Train Station, the Signal Tower, the Baggage Wing and a portion of the elevated tracks will be restored if Redevelopment Agency funding is available. The 29.2 acre site is located in West Oakland between 10th Street to the south, West Grand Avenue to the north, Wood Street to the east, and the I-880 frontage road to the west.

SUMMARY

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

An Environmental Impact Report was prepared for the project and the Final EIR was published on February 7, 2005.

On March 16, 2005 the Planning Commission held a public hearing on the proposed project. The Commission (1) certified the Environmental Impact Report, adopted the CEQA Findings

regarding certification of the EIR, and adopted the Mitigation Monitoring Reporting Program; (2) approved the five Vesting Tentative Parcel Maps and conditions of approval, with amendments, (discussed further in this staff report), contingent upon General Plan Amendment and Rezoning approvals, and subject to any changes that the City Council may make when it considers the proposed General Plan Amendment and Rezoning; (3) recommended to the City Council approval of (a) General Plan Amendment and (b) Wood Street Zoning District; and (4) adopted a report to the Redevelopment Agency and the City Council recommending the adoption of the amendment of the Oakland Army base Redevelopment Plan.

The City has received two appeals of the Planning Commission's decision. An appeal was filed by Arthur D. Levy, representing himself, on March 25, 2005. Another appeal was filed by Margaretta Lin, representing Just Cause and the Coalition for West Oakland Revitalization on March 28, 2005. The appeals will be heard before the City Council at the May 3, 2005 public hearing. At this time, the CED Committee is requested to review the proposed project, the major issues pertaining to the project and the Planning Commission's March 16, 2005 actions. The results of the CED Committee's discussion and any recommendations concerning the project will be reported to the full Council as part of the May 3, 2005 public hearing.

If the City Council chooses to uphold the Planning Commission's March 16, 2005 approval, the following set of actions will be requested of the Council to approve the project:

- (1) Certify the Environmental Impact Report, adopt the CEQA Findings regarding certification of the EIR, and adopt the Mitigation Monitoring Reporting Program;
- (2) Approve the Vesting Tentative Parcel Maps, as amended by the Planning Commission, and approve the Conditions of Approval and the General Findings, as amended by the Planning Commission and as may be further amended by the City Council;
- (3) Adopt the Resolution approving the General Plan Amendment;
- (4) Adopt the Ordinances approving the "Wood Street Zoning District" and amending the zoning map; and
- (5) Adopt the Resolution and Ordinance amending the Oakland Army Base Redevelopment Plan and land use map.

FISCAL IMPACT

The proposed changes to the General Plan, zoning regulations, zoning map, and redevelopment plan will not result in any direct fiscal impacts for the City of Oakland. Staff costs related to the rezoning and General Plan Amendment and rezoning, as well as future planning entitlements for the project area, are cost covered. These entitlements are subject to the applicable fees established in the Master Fee Schedule.

There are indirect costs that may impact the General Fund and the City from this project. Housing developments typically do not generate enough tax revenue (from direct and indirect sources, including property taxes, sales and use taxes, motor vehicle in lieu fees, utility consumption taxes, real estate transfer taxes, fines and penalties) to offset the costs of City services. The "Proposed Wood Street Project: Fiscal Impact Analysis" report estimated that the costs for City services are approximately \$1.3 million per year higher than the revenue from this project (\$2.6 million versus \$1.3 million). But these costs are only prorated costs and the marginal costs to the City for the development can be significantly lower. If there is no need for an additional fire station in this area, based on this and other projects, then the estimated costs would be \$775,000 less. The same goes for the other services, including General Government, Police, Cultural Arts and Marketing, Library, etc.

The project will generate direct property tax revenue for the City (\$36.2 million in AB1290 "pass throughs"), Low and Moderate Income Housing Fund (\$79.2 million) and the Oakland Army Base Redevelopment Area (\$111.3 million) during the life of the redevelopment plan through year 2045. The project will also draw upon the Low and Moderate Income Housing Fund and the Oakland Army Base Redevelopment Area to fund affordable housing and the renovation of the historic 16th Street Train Station if the Agency decides to implement these portions of the project. The Agency's revenue will be significantly higher than the costs, but the expenditures will be incurred prior to receipt of the funds. The Agency may need to issue a bond and/or use Low and Moderate Income Housing Funds from outside the Oakland Army Base Redevelopment Area to fund these projects.

BACKGROUND AND PROJECT DESCRIPTION

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

The project sponsors are proposing to construct 1,557 residential units, including 186 live/work units, some in converted warehouses. Commercial space would include 13,000 s.f. of neighborhood-serving commercial uses, including possibly some office space, plus approximately 24,000 s.f. of space for civic or community uses associated with the historic Southern Pacific 16th Street Train Station. The historic 16th Street Train Station, a City of Oakland landmark, and most of the elevated tracks are proposed to be restored to Secretary of Interior Standards. The signal tower to the north of the train station will also be restored and preserved. The 0.75 acre area in front of the 16th Street Station will be improved as a large plaza available for use as public gathering space.

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

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

DEVELOPMENT AREAS – EXISTING USES AND PROPOSED DEVELOPMENT

The attached Planning Commission report dated March 16, 2005 summarizes the existing uses and proposed developments for each of the Development Areas (see pages 4-7). A summary of the proposed developments for each Development Area is also shown in Attachment D, Project Area Land Use and Development Program by Development Area, Table S-1, DEIR, p. S-9.

These descriptions are based on the “Proposed Project” analyzed in the EIR (and not the “Maximum Residential Scenario” or “Maximum Commercial Scenario” or “Maximum Trips Scenario” discussed in the DEIR). Pages 2-13 to 2-21 of the Draft EIR include a more extensive description of each development area.

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

building 251 dwellings, 258,000 square feet of commercial building(s) would be constructed, predominantly as offices.

AREA CIRCULATION, ACCESS, AND PARKING

Vehicular Access, Circulation, and Emergency Access

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

Improvements will be made to several streets surrounding the project site: Wood Street between 12th Street and West Grand Avenue, 12th Street between Wood and Pine Streets, and Pine Street between 12th and 11th Streets. Improvements would include roadway resurfacing, new curbs and gutters (as necessary), new sidewalks, street trees, and street lighting. To further improve access to each of the various development areas, and to provide public pedestrian and bicycle access through the Wood Street District area, several of the east-west streets (14th, 16th, 18th and 20th Streets) that currently terminate at Wood Street or just west of Wood Street would be extended through the project area but would not connect to the frontage road. Pocket parks are proposed where the streets terminate within the development area providing additional public open space within the project.

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

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

Parking

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

OPEN SPACE AND LANDSCAPING

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

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

CREEK DETERMINATION

The project sponsors submitted an application for an official determination regarding the verification of a creek on the property. The City's Public Works Agency, Environmental Services Division, has determined that the project area does not contain any creekside properties and the project does not require a creek protection permit.

OTHER AGENCY ACTIONS

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

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

Regional Water Quality Control Board

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

PROJECT PHASING

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

vesting tentative parcel maps and the conditions of approval for the vesting tentative parcel maps.

Construction is likely to occur over a ten year period (2005 to 2015) in four phases, although actual phasing may vary, depending upon the timing of development by each project sponsor. See pages 8 and 9 of the 3/16/2005 Planning Commission report for a description of the phasing.

LANDMARKS PRESERVATION ADVISORY BOARD REVIEW AND RECOMMENDATIONS

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

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

Following is a summary of the LPAB's recommendations to the Planning Commission:

- Prefer not to demolish the baggage wing and the elevated tracks and platform behind the train station. The baggage wing is an important cultural resource to the African American culture and the history of West Oakland and the labor movement. African Americans traveled west to the end of the railroad line and found employment working as porters and baggage handlers at the train station. Removing the baggage wing would eliminate an important symbol of this important era.
- The entire Train Station (Main Hall, Baggage Wing, and Elevated Tracks) should remain intact until a use for the Train Station is identified. Board members requested that feasibility reports be prepared that show why all the features of the Train Station cannot be preserved (elevated tracks; baggage wing); that show what the Train Station and the Baggage Wing can be used for; and what the Main Hall could be used for without the baggage wing.
- Try to retain a larger portion of the elevated tracks and platform behind the Train Station while still accommodating the new internal roadway and desired surface parking spaces. The Project Sponsors should include feasibility analysis and show what would be lost if

the tracks and platform were to be retained. Also, schematic drawings developed for the restoration of the Main Hall should include the incorporation of this track and platform area into the project for active and passive uses (observation deck, etc.)

- A well-developed interpretative program should be included in the schematic plans for the Main Hall and surrounding area, including exhibit space and other presentation space for photographs, train cars, etc. This work is included as a part of Mitigation Measure CR-2.1 and 2.2.
- Until the feasibility/infeasibility reports are submitted to the Planning Commission for review, Parcel Map 8554 showing a parcel line through the Train Station separating the Main Hall from the baggage wing, should not be approved.
- If it is demonstrated that it is financially infeasible to retain the baggage wing, and the *Planning Commission approves the request to demolish the baggage wing*, then no demolition should occur until there is a plan for the restoration and use of the Train Station. Board members expressed concern about removing a section of the building because it could limit the future options for leasing the building if there were not enough service areas to support a civic or community use.
- Removing any portion of a historic resource could jeopardize its historic integrity and make it more difficult to apply for historic tax credits for restoration.
- The elevated tracks and platform to the south of the station extending above the emergency access area where 16th Street extends to the frontage road could be removed.
- The Board had no objections to the demolition of Bea's Hotel.
- The renovation of the Pacific Coast Cannery for live/work lofts should be reviewed by the LPAB as the warehouse is part of the Pacific Coast Canning District, designated an Area of Secondary Importance.
- The view shed of the Train Station from Wood Street and through the public plaza should be increased by increasing the width of the open area by approximately 2.4 feet around the public plaza. (Staff believes that the plaza area is wide enough and does not need to be increased. The Planning Commission agreed with staff's recommendation. Instead, conditions of approval and design standards have been included to require consideration of the views of the Train Station during the design review process for the projects surrounding the project.)

PLANNING COMMISSION REVIEW AND RECOMMENDATIONS

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

At the January 26, 2005 Planning Commission public hearing, staff presented the project and discussed the major issues and review process, project sponsors described the proposed project in more detail, over 60 public speakers spoke about the proposed development, and staff requested that the Commission address several policy issues discussed in the staff report. In general, the Planning Commission appeared to find the project acceptable and offered specific comments regarding the preservation of the 16th Street Train Station and affordable housing.

March 16, 2005 Planning Commission Actions

At the March 16, 2005 public hearing, the Planning Commission took action on the proposed project. The Commission considered the recommendations of the Landmarks Preservation Advisory Board and listened as over 75 people testified about the proposed project. Speakers were roughly evenly divided between those in favor and those who expressed opposition to various aspects of the project. We note that many speakers expressed concern about the proposed demolition of the baggage wing. No other physical or design aspects appeared to be at issue. Other key comments were policy related, including local hiring policies, incorporating affordable housing into the project, the need for a project labor agreement with the labor unions, and the need to comply with other City policies on a project wide basis due to the potential use of tax increment for renovation and restoration of the 16th Street Train Station.

As recommended by the Landmarks Preservation Advisory Board, the project sponsors produced the feasibility and infeasibility studies for use of the train station and the financial infeasibility of the baggage wing (see Attachments F and G). The Project Sponsors also demonstrated that the reuse of the baggage wing for commercial or residential development would not be financially feasible.

After considering all the information before them, the Commission:

- 1) Certified the Environmental Impact Report, adopted the CEQA Findings regarding certification of the EIR, and adopted the Mitigation Monitoring Reporting Program.

- 2) Approved the five Vesting Tentative Parcel Maps with the exception of Map 8554. As proposed, Map 8554 shows the creation of four new parcels. Parcel 1 is the Plaza Area in front of the 16th Street Train Station; Parcel 2 is the Main Hall of the Train Station; Parcel 3 contains the baggage wing of the train station, the elevated tracks, the signal tower, and a warehouse proposed for demolition; and Parcel 4 contains a portion of the elevated tracks that sit above the

proposed 16th Street extension. The parcel line between Parcels 2 and 3 was proposed through the train station separating the baggage wing and elevated tracks from the Main Hall of the station. The Planning Commission approved VTPM 8554 without the parcel line drawn through the train station.

3) Recommended that the baggage wing and as much of the elevated track and platform behind the baggage wing as practical be retained, and directed that Map 8554 be amended so that the entire 16th Street Train Station, including the baggage wing and the elevated tracks behind the station, be included within Parcel 2. By redrawing the parcel lines, the entire Train Station will remain together in one larger parcel, and the size and development potential of Parcel 3 will be reduced (housing units were proposed in the location of the baggage wing).

4) Recommended that the Redevelopment Agency or another non-profit purchase the land where the baggage wing sits and reimburse the project sponsors for the cost of acquiring that portion of the building, due to the lost development potential on the surrounding parcel as the result of the recommended retention of the baggage wing.

5) Recommended that funding the restoration of the baggage wing be considered along with the overall restoration plan for the Train Station and the project sponsor's request to use tax increment funds generated by the Wood Street Project pay for the restoration. The use of these funds is discretionary, and cannot be assumed at this time because they require independent action of the Redevelopment Agency. The budget developed for the restoration work should include other specific means of funding, such as private foundation grants, philanthropic contributions, use of historic preservation tax credits, or other funding sources, in order to assure that this restoration work is successfully completed. In addition, the Planning Commission amended the conditions of approval to include a performance measure that this restoration work be substantially completed within 7 years to assure that efforts to restore the Train Station run concurrently with the residential construction. In short, the Planning Commission required that the project sponsors be responsible for assuring that, subject to available financing, the Train Station restoration will be implemented.

6) Incorporated the project sponsor's voluntary series of commitment to provide affordable housing at the site (please refer to specific proposal in the Redevelopment Plan Amendment Section of this staff report and the attached March 16, 2005 letter from BUILD to the Planning Commission.)

7) Recommended to the City Council approval of the General Plan Amendment, Redevelopment Plan Amendments, the Wood Street Zoning District, and amendments to the rezoning map.

As a part of its action, the Planning Commission approved the Conditions of Approval presented in Exhibit C, the amended conditions of approval submitted as an Errata Sheet for the March 16, 2005 public hearing, and an amended condition of approval #59 (regarding the rehabilitation and reuse of the Main Hall, Platform and Signal Tower) submitted by the project sponsor, and accepted the Affordable Housing Plan proposed by BUILD to be included with Condition of

Approval #100 pertaining to Affordable Housing. The changes to the Conditions of Approval are shown in Exhibit C to this report, with new language as part of the Planning Commission March 16, 2005 underlined and deleted language shown as ~~strikethrough~~.

CITY COUNCIL ACTIONS NECESSARY TO APPROVE THE PROJECT

As previously outlined, in order to approve the Wood Street Development Project, the City Council will need to approve all of the following actions:

(A) Certify the Environmental Impact Report, adopt the CEQA Findings regarding certification of the EIR, and adopt the Mitigation Monitoring Reporting Program;

(B) Approve the Vesting Tentative Parcel Maps, as amended by the Planning Commission, and approve the Conditions of Approval and the General Findings, as amended by the Planning Commission and further clarified by staff;

(C) Adopt the Resolution and Ordinance amending the Oakland Army Base Redevelopment Plan and land use map.

(D) Adopt the Resolution approving the General Plan Amendment;

(E) Adopt the Ordinances approving the "Wood Street Zoning District" and amending the zoning map.

The following section of this report presents the Planning Commission's recommendation for each proposed Council Action above, followed by a more detailed description and discussion. In addition, staff has included key issues, concerns and impacts that have been presented during the course of project review, along with staff recommendations now before the Council. The staff report discussion is organized by each action that the City Council must consider in order to approve the project, as listed above.

A. ENVIRONMENTAL REVIEW UNDER CEQA

Planning Commission Recommendation: Certify the Environmental Impact Report, adopt the CEQA Findings regarding certification of the EIR, and adopt the Mitigation Monitoring Reporting Program.

Summary of the EIR Process

The environmental review process was completed by the City of Oakland to disclose potential environmental effects of the proposed Wood Street Project. The Draft Environmental Impact Report (DEIR) was published on September 21, 2004, and the public review period for the DEIR ended on November 15, 2004. The Landmarks Advisory Board and the Planning Commission held public hearings to solicit comments on the DEIR on October 18, 2004 and October 20,

2004, respectively. Responses to the written and oral comments that were received during the public review and comment period were compiled and are contained in the Final Environmental Impact Report (FEIR), along with changes and clarifications to the DEIR. The FEIR was published on February 7, 2005. The FEIR, together with the DEIR, comprise the Environmental Impact Report (EIR). The EIR studies a collection of development proposals being pursued by various developers, described below. The City Council is requested to certify the EIR as complete and in compliance with CEQA before deciding whether to approve the Vesting Tentative Parcel Maps subject to the City Council approval of the proposed General Plan Amendment and the proposed Wood Street Zoning District.

Environmental Review Process

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

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

Structure of the Wood Street Project EIR

The Project studied in the EIR is a collection of development proposals being pursued by various developers. While the development proposals are being pursued by different applicants and along different timelines, each project is separate and able to be accomplished independently of the others. The applicants have jointly proposed a General Plan amendment for the Project Area and a new zoning district to accommodate the proposed uses in order to assure an integrated, internally consistent development framework, and a comprehensive analysis of all the potential environmental impacts. Each one of these development proposals could comprise a separate project under CEQA, and could have been studied in a separate EIR. However, because the City and the Project Sponsors have coordinated in proposing a single zoning district for all of the properties located within the proposal areas, and in order to ensure a comprehensive review of

the collection of development proposals, the proposed zoning district and all the development proposals are studied together in one EIR and are collectively referred to in the EIR as “the Project.” The zoning district identifies uses and development standards that define the physical aspects of the Project. These standards and an illustrative concept of how development might be organized in the Project Area are described in Section 2, Project Description, of the DEIR, and in Section 3 (Master Response 1) of the FEIR.

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

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

Comments on the Wood Street Project DEIR

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

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

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

- Master Response 5: Socioeconomic Considerations Related to the Project

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

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

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

Certification of the EIR

The City Council is asked to certify the EIR for the Wood Street Project. The Planning Commission certified the EIR at the March 16, 2005 public hearing. Certification does not imply endorsement of the proposed project, nor that the permit application(s) for the project will be approved. Rather, in considering certification of the EIR, the City Council's focus should be placed on confirming that:

- The discussion in the EIR represents a good faith effort to disclose all the City reasonably can regarding the physical impacts which may result from the Project;
- There is an adequate consideration and evaluation of measures and changes to the Project that would eliminate or lessen the potentially significant physical impacts associated with the Project;
- The process for considering the EIR complied with all applicable provisions of CEQA and the Municipal Code; and
- The significant environmental issues raised in the comments received about the DEIR were adequately responded to in the FEIR.

The findings required to certify the EIR can be found in the March 16, 2005 Planning Commission report on page 32.

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The EIR identifies several impacts and mitigation measures that can be incorporated to lessen or eliminate the potential environmental impacts of the Wood Street Project. Seven impacts are significant unavoidable impacts, and eight potentially significant impacts would be mitigated to a less than significant level through the imposition of conditions and requirements on the project.

All feasible mitigation measures have been incorporated into the proposed Conditions of Approval for the project. Each of these impacts is summarized as follows:

Significant, Unavoidable Impacts

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

CULTURAL RESOURCES

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

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

Both the Landmarks Preservation Advisory Board and the Planning Commission recommended that elevated tracks to the south of the Train Station be removed and that the baggage wing, the elevated tracks and platform behind the Train Station be retained if financially feasible. The Planning Commission recommended that the Redevelopment Agency purchase the baggage wing as part of the restoration of the remainder of the train station. The Agency and the Project Sponsors are considering this recommendation.

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

See Exhibit C, Conditions of Approval. Conditions #50 to #61 in the "Historic, Cultural and

Archaeological Resources” section address the impacts identified in the EIR.

TRANSPORTATION

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

Impact TR-9: The cumulative impact of the Project and other proposed development would cause potentially significant impacts at the following intersections: West Grand Avenue/frontage road; West Grand Avenue/Mandela Parkway; 7th Street/Mandela Parkway; West Grand Avenue/Maritime Street and 3rd Street/Market Street. Mitigation measures are proposed to provide fair share funding of certain improvements. The mitigation measures would reduce impacts at most intersections to less than significant levels. The construction of improvements at the West Grand Avenue/frontage road requires approval from Caltrans, and the EIR cannot reasonably predict that Caltrans would expend the fees to make the improvements. Accordingly, the impact to that one intersection remains significant and unavoidable. However, one of the conditions of approval requires the project sponsors to contribute their share of funding for these improvements if Caltrans approves them. (See DEIR pages 3.4-30 to 3.4-34).

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

See Exhibit C, Conditions of Approval, “Fair Share Improvements, #25 to #30.

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

The following eight significant project impacts were identified as being able to be mitigated to a less-than-significant level. Each of these mitigation measures has been incorporated into the Conditions of Approval, as set forth in Exhibit C, and as specifically noted under each topic area.

AIR QUALITY

Impact AQ-1: Construction activities for the Project could result in short-term increases in

emissions that could violate City and BAAQMD air quality standards. Best Management Practices recommended by the BAAQMD are proposed as mitigation measures identified to reduce construction emissions to a less-than-significant level. (See DEIR pages 3.6-12 to 3.6-14).

See Exhibit C, Conditions of Approval, #9, 15 and 34.

BIOLOGICAL RESOURCES

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

See Exhibit C, Conditions of Approval, #3.

HAZARDOUS MATERIALS

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

See Exhibit C, Conditions of Approval #44 to 49.

LAND USE

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

NOISE

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

See Exhibit C, Conditions of Approval, #67 to 68.

TRANSPORTATION

Impact TR-1: Construction-related traffic delays, detours, utility improvements, and activities could adversely affect local circulation. The implementation of the construction traffic

management plan identified in the DEIR would reduce the impacts to a less-than-significant level. (See DEIR pages 3.4-17 to 3.4-19).

See Exhibit C, Conditions of Approval, #9 to 11.

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

See Exhibit C, Condition of Approval #31.

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

See Exhibit C, Conditions of Approval, #2, #75, #76.

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

See Exhibit C, Conditions of Approval, #25 - #30.

The Planning Commission and staff recommend certification of the EIR as supported in Exhibit A, CEQA Findings, and Exhibit B, the Mitigation Monitoring Reporting Program.

B. VESTING TENTATIVE PARCEL MAPS

Planning Commission Recommendation: Approve Vesting Tentative Parcel Maps 8551, 8552, 8553 and 8555. Revise Vesting Tentative Parcel Map 8554 so that the entire train station, including the baggage wing, elevated tracks and platform behind the train station, are contained with Parcel 2 of Map 8554.

The project sponsors are proposing five vesting tentative parcel maps, which would subdivide the 29.2-acre project area into 15 separate developable parcels. (Generally, "vesting tentative maps" expressly confers a vested right to proceed with a development in substantial compliance with the ordinances, policies, and standards in effect at the time the application for approval of the vesting tentative map is deemed complete.¹) The Property within each parcel map is owned

¹ Curtin's *California Land Use and Planning Law*, p. 100

by a separate project sponsor. The five parcel maps include the nine development areas, as shown in the table on page 3 of this report. All development within the nine development areas, and on the fifteen individual development parcels, is required to comply with the Wood Street Zoning District. (See Exhibit E)

The five vesting tentative parcel maps have been reviewed by the City's Planning and Zoning Division, Building Division, the Public Works Agency and a consulting Civil Engineer retained by the City. An Engineers Report was prepared that showed that the maps, for the most part, complied with City of Oakland Subdivision Ordinance Chapter 16.08.010 (Contents), Chapter 16.16 (Design Standards), and Chapter 16.20 (Improvements). Several modifications have been made to the plans based on the review comments. The revised plans meet the City's design standards for streets, sidewalks, parking and landscaping. Utility requirements will need to be further refined as preliminary and final development plans are reviewed for each parcel. Conditions of Approval for the Wood Street Development Project have been placed on the Vesting Tentative Parcel Maps. A master set of conditions has been prepared for all of the maps with specific notations for individual maps or parcels if a specific condition applies only to a certain area or parcel. The development of the public improvements (streets, utilities, pocket parks, landscaping) is governed by the conditions of approval that are placed on the individual vesting tentative parcel maps as well as the graphic depictions and notes on the maps. The March 16, 2005 Planning Commission report describes each of the parcel maps in detail (see pages 19-24). The discussion focuses on access to the individual parcels, circulation, and provision and timing of public improvements.

The Planning Commission approved Vesting Tentative Parcel Maps 8551, 8552, 8553, and 8555. The Commission approved Vesting Tentative Parcel Map with the amendment to redraw the parcel line between Parcels 2 and 3 so that the entire Train Station, including baggage wing, elevated tracks and platform behind the train station, is included in Parcel 2.

Phasing of Public Improvements

As part of the vesting tentative map review, staff was concerned about the provision and timing of the public improvements as individual development projects were implemented. As mentioned in the description of each vesting tentative parcel map, each project sponsor is responsible for construction of a certain portion of the public improvements depending on the sequencing of development. The project sponsors have assured the City that as individual development projects are approved, the project sponsor will be responsible for construction of the public improvements as well as the internal improvements associated with the development. Agreements will need to be made among the project sponsors regarding reimbursement for improvements. The City's main interest in phasing of the public improvements is to ensure that they are phased properly to serve each development as well as around the entire site when all developments are completed.

Subdivision Findings

The Planning Commission made the following Tentative Map Findings (Section 16.08.030 O.M.C. & California Government Code Section 66474 when approving the Vesting Tentative Parcel Maps:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Planning Commission approved the Vesting Tentative Parcel Maps, as amended, contingent on approval of the General Plan Amendment to change the land use designation to "Urban

Residential” and the approval of the Wood Street Zoning District. All Conditions of Approval placed on the Vesting Tentative Parcel Maps and contained in Exhibit C will be attached to the Vesting Tentative Parcel Maps.

C. OAKLAND ARMY BASE AREA REDEVELOPMENT PLAN AMENDMENT

Planning Commission Recommendation: recommend to the Redevelopment Agency and the City Council the adoption of a text amendment to the Oakland Army Base Redevelopment Plan and an amendment to the land use map. The Commission also recommended the Affordable Housing Plan proposed by BUILD.

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

The Planning Commission is the body that reviews the proposed amendments to the Redevelopment Plan and makes a recommendation to the City Council. The City Council is the approving authority for the land use change and other amendments to the Redevelopment Plan. To facilitate the Wood Street project (as well as to clarify provisions of the Redevelopment Plan as they relate to this and subsequent development projects) staff is recommending the following changes to the Redevelopment Plan:

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

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

Redevelopment Plan Map Amendments

The Redevelopment Plan currently includes three Land Use Maps; they are cited as Attachments 3A, 3B and 3C, and collectively illustrate the preferred land uses for the OARB, Maritime (or “Port of Oakland”), and 16th and Wood Street portions of the Redevelopment Area, respectively. For the 16th and Wood Street area in particular, the OARB Redevelopment Plan does not mandate a specific development program for the project site; instead, it defers to the range of land use activities that are allowed by the Oakland General Plan and Zoning requirements. The

General Plan land use designation currently assigned to the project site is “Business Mix,” the same designation in the LUTE. Because residential uses are being proposed, it is necessary to amend the Redevelopment Plan land use map to “Urban Residential,” consistent with the General Plan LUTE. Hence, the revised General Plan map referenced earlier in this report would now also serve as new Attachment 3C of the OARB Redevelopment Plan.

Redevelopment Plan Text Amendments

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

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

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

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

1. Property Acquisition (“Eminent Domain”)

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

expected that the project sponsors will pay the full costs of the Eminent Domain process, if deemed necessary.

2. Affordable Housing

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

Replacement Housing

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

Inclusionary Housing Requirements

The California Community Redevelopment Law (Health & Safety Code Section 33000, et seq.) requires redevelopment agencies to ensure that affordable housing is developed as part of any housing developed in a redevelopment project area.² For privately-developed housing, the law requires that at least 15% of all new and substantially rehabilitated housing units developed within a redevelopment project area must be affordable to low and moderate income households. At least 40% of these units (or 6% of the total) must be affordable to very low income households.

These affordable housing obligations must be met by an Agency for each project area over the life of the redevelopment plan, and for each 10-year period during the plan's life. The law requires that the five-year implementation plan for each project area include a plan to comply with these affordable housing requirements over the 10-year compliance period.

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

The Oakland Army Base (OARB) Redevelopment Plan was adopted in July, 2000, so the 10-year compliance period runs from 2000 to 2010. The current Implementation Plan for the Army Base Project Area expires in July of this year, so the Agency will need to adopt a new

² The inclusionary requirement only applies to project areas adopted during or after 1976.

Implementation Plan this year that includes a plan showing how the Agency will comply with the affordable housing requirements through 2010.

Low and Moderate Income Housing Set-Aside

Pursuant to redevelopment law, the Redevelopment Plan stipulates that “not less than twenty percent (20%) of all taxes allocated to the Agency³...shall be used by the Agency for purposes of increasing, improving, and preserving the City’s supply of housing for persons and families of very low, low, or moderate income.” The Redevelopment Agency by resolution has raised the low and moderate income housing set-aside to 25%. These funds can be used to meet “in whole or in part” the replacement housing and inclusionary housing provisions of Sections 330 and 331 above, and can be used inside or outside the Project Area.

The housing units developed as part of the Wood Street project will be included in the pool of privately-developed residential units within the OARB Project Area of which 15% must be affordable to low and moderate income families. Since the Wood Street project will develop a total of up to 1,557 new units, the obligation will be to provide up to 234 low and moderate income units, with 94 units affordable to very low income households.

The BUILD Proposal

At the Planning Commission public hearing on March 16, 2005, BUILD made a voluntary proposal for meeting the Agency’s affordable housing obligation within the Wood Street District. A summary of the Affordable Housing Plan is described below. See Attachment I for a copy of the letter submitted at the Planning Commission meeting.

- Wood Street project sponsors will fund a Homeownership Center located at Mandela Gateway Retail center to provide information on housing opportunities within each of the Wood Street developments.
- BRIDGE Housing will commit \$2.5 million of its private Mortgage Assistance Program funding to borrowers with incomes at or below 120% of the median income to assist in purchasing a home at one of the Wood Street developments. Specifically, BRIDGE will commit up to \$25,000 per borrower as a second mortgage with a below-market 4%, interest only, payment for the first 5 years, and the remaining payments amortized for 15 years at 4% interest. This is a program recently established by BRIDGE to assist potential homeowners throughout the state. A portion of the funds are reserved for homebuyers within the Wood Street development.
- Each of the Wood Street developers will set aside 10% of the homes within each for-sale project (“Reserved Homes”) for 6 months prior to the anticipated completion date of each Reserved Home in its development and will hold such Reserved Homes for an additional 90 days after completion, to enable buyers to have adequate time to utilize the BRIDGE Housing program as well as the many other programs available to them

³ These resources are referred to as Tax Increment Funds.

such as the state CalHFA programs and any mortgage assistance that might be available through the Redevelopment Agency's programs.

- BUILD will set aside a 1.5 acre parcel within Development Area 3 of the Wood Street District for one year following the City Council's approval of the District. The parcel will be made available to BRIDGE for purchase at fair market value for development of stand-alone Affordable Housing Development of approximately 90 units (depending on unit sizes and configurations), provided that the Redevelopment Agency provides the financial assistance necessary to make such a development economically viable. The units could be either rental or homeownership, and could be affordable to families with very low incomes, depending upon the level of assistance provided by the Agency. BRIDGE will work with the Agency and the community to determine and then diligently seek the most appropriate funding package, balancing available tax increment funds, other sources of funding, and the City's housing goals.
- The Wood Street developers will agree to voluntarily incorporate and abide by provisions in tenant leases which would require cause before a tenant could be evicted from rental units within the Wood Street District.

Redevelopment law also provides several other options to the Redevelopment Agency to ensure that the affordable housing obligations resulting from the Wood Street project are met. These options are as follows:

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

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

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

This option would require increasing the amount of residentially zoned land to the OARB Project Area.

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

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

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

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

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

This option would provide an even larger geographic area to be considered for meeting the affordable housing requirement. See Attachment K for additional detail about redevelopment law requirements and these available options.

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

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

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

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

The Planning Commission and staff recommend adoption of the text and map amendments to the Oakland Army Base Redevelopment Plan and recommend to the City Council adoption of the amendments to the Redevelopment Plan for the reasons stated above. Exhibits H-1 and H-2, the Resolution and Ordinance amending the Oakland Army Base Redevelopment Plan, contain the findings to support this recommendation. The Planning Commission recommended approval of the affordable housing program submitted by BUILD.

D. GENERAL PLAN ANALYSIS AND THE PROPOSED GENERAL PLAN AMENDMENT

Planning Commission Recommendation: Approve the request to amend the General Plan Land Use Map from “Business Mix” to “Urban Residential.”

The project sponsors have requested to amend the General Plan land use map to “Urban Residential” to accommodate residential development on the site. The intent of this land use category is to

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

While the primary use is residential, mixed use buildings with ground floor commercial uses and public facilities of compatible character are also encouraged. The maximum allowable density in these areas is 125 units per gross acre. Although the EIR studied environmental impacts including 264 dwellings in 2.01 acre Development Area 8, this would produce 131 dwellings/acre, so the maximum number of dwellings in this Area would be limited to 251 because of the General Plan maximum density limit. The Maximum Residential Scenario results in an actual yield of 1,557 dwellings instead of the 1,570 studied in the EIR.

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

The request to amend the General Plan is supported for a number of reasons. The full discussion can be found on pages 10-12 in the 3/16/05 Planning Commission report. Following is a brief summary:

- *Growth and Change* - The *Land Use and Transportation Element* of the General Plan identifies certain areas in West Oakland for “growth and change.” The large sites are generally situated along major transit corridors and near mass transit facilities, such as the BART station. Due to its proximity to the freeway, and convenient access to the North Bay, South Bay, areas further inland and San Francisco, property within the Wood Street Zoning District is considered an attractive place to provide infill housing and mixed use development.
- *Inconsistency of Existing Land Uses* - The continuation of land uses that rely on warehouse and truck transport does not meet the intent of other West Oakland policies

that support the reduction of truck uses in the area and call for the buffering of such uses from residential areas.

- *Demand for Housing* – The growing and consistent demand for housing throughout the Bay Area region is causing developers to consider infill sites that would not have appeared marketable for such use five years ago. This site represents a solid opportunity for infill development given the existing stable neighborhood context, available infrastructure, and close proximity to services and transit. The site abuts existing residential development on some of its boundaries and would extend the residential uses even further. Also, the residential land use would have fewer health impacts on the West Oakland neighborhood than the existing industrial uses and would reduce the number of trucks associated with existing businesses. It is a good example of “smart growth.”
- *Air Quality and Public Health Concerns* - Many comments were received about the air quality and public health concerns affecting West Oakland residents. Under the current Industrial zoning, the industrial businesses would continue to operate. The industrial and manufacturing processes, and the related truck activity, would produce more particulate emissions than the proposed project. With the buildout of the proposed project, there would be “fewer small particulate emissions and lesser potential health effects for West Oakland than if the Project Area were developed in accordance with its current designation for a mix of businesses” (Master Response 3, FEIR, p. 3-12).
- *Elimination of Blight* – New development in this location would improve the underutilized and blighted area. The tax increment generated by the mixed-use residential project could be used to restore the Main Hall of the 16th Street Train Station and used elsewhere in the Oakland Army Base Redevelopment Area to foster further public improvements.

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

E. ADOPTION OF THE WOOD STREET ZONING DISTRICT

Planning Commission Recommendation: Recommend adoption of the Wood Street Zoning District and an amendment to the zoning map to apply the Wood Street Zoning District.

The Oakland Zoning Code, Chapter 17 of the Municipal Code, as written, does not contain the appropriate land use regulations and development standards in one zoning district to address large, mixed use projects. There are several planning and zoning tools available to implement

such projects but to date Oakland has not adopted a Planned Development zone, and the existing Planned Unit Development zone is awkward because it must rely on an underlying zoning district. In this case, the underlying zones are Light Industrial (M-20), General Industrial (M-30), and Industrial-Residential Transition Combining Zone (S-16), none of which are appropriate for residential development and all of which are inconsistent with the proposed "Urban Residential" General Plan land use designation. To address this issue, staff and the project sponsors have prepared a district unique to this site called the "Wood Street Zoning District." (See Exhibit E).

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

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

Residential standards in the Wood Street Zoning District are based on existing multifamily zoning district standards (R-50, R-60, R-70, R-80). Because of the variety of housing types proposed within the development, the standards vary from one development area to another. Commercial land uses identified in the Wood Street Zoning District are based on a combination of land uses from different commercial zones in the existing zoning code. The land uses proposed are a mixture of neighborhood-serving commercial uses, including retail, office, food sales, restaurants, and various civic activity types.

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

The key issue here is that these development standards will be followed to ensure an overall framework for the entire 29.2 acres.

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

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

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

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

KEY ISSUES AND IMPACTS

Four key issues were raised throughout the public review process:

1) Preservation of Cultural Resources. The 16th Street Train Station is an important part of the City's history and is a City landmark. The project sponsors have agreed to the preservation of the historic 16th Street Train Station, including the baggage wing, a portion of the elevated tracks including the platform behind the Train Station, and the historic signal tower. In addition, they

have agreed to the following other commitments which have been incorporated into the Conditions of Approval for the project (Exhibit C):

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

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

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

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

There are ongoing discussions with the project sponsors as to the revised wording of Conditions of Approval No. 55-61. At issue are the mechanisms that will be used to determine a value for the baggage wing, the timing of acquisition from the project sponsors, and the funding that will be used. If the Redevelopment Agency decides not to use tax increment funding for the historic preservation requirements, it is important to identify other funding sources. The CED Committee may want to give direction to staff to follow up with options for the May 3, 2005 public hearing, so that such contingencies can be incorporated into the Conditions of Approval as an option. It is important to impose these requirements as part of the Council's and Agency's actions to approve the project because of vesting tentative map approval. Under such vesting maps, the City's discretion to impose future conditions and requirements is strictly limited.

As part of the May 3, 2005 staff report on the appeals, staff will present specific options available to the City Council and the Agency concerning the retention and acquisition of the baggage wing, the best way to adjust the lot lines to account for the baggage wing being retained as part of the 16th Street Train Station, and the funding options available for the preservation work.

2) The provision of affordable housing. This issue has been discussed in detail in the Redevelopment Plan Amendment section of this staff report. Staff is presently working with the

project sponsors to more specifically frame BUILD's affordable housing framework into a revised Condition of Approval #100. There are a number of practical and policy considerations about how 1.5 acre parcel would be developed, as well as the manner and timing of how the affordable units would be offered to the City.

3) The potential for gentrification in West Oakland. The scale of this project will likely result in significant, future reinvestment in this part of West Oakland. In fact, even without this project, reinvestment in the West Oakland community is evident with rehabilitation of existing homes and new construction. This likely reinvestment has triggered concerns that West Oakland residents who have lived in the community will be forced to move due to increasing prices of land, home prices and rents. In response to this concern, as a part of the Commission's review, a policy and planning framework paper was undertaken by a land use economics firm (please refer to FEIR –Appendix C – Mundie and Associates Report). This report reviewed and considered the historic, geographic and economic setting and the potential for gentrification. The report authors note that there likely will be gentrification but that it is difficult to quantify given assumptions used, data, and various analytical approaches. Rather than spending time measuring the extent of potential gentrification, staff directed the report preparers to identify measures that the City could take to protect and strengthen affordable housing in West Oakland. These options are presented as Chapter 5 of the Policy Framework Report.

4) Project labor agreement, requiring prevailing wages for the project and assuring jobs for local residents. Numerous comments about the requirement for a project labor agreement, the payment of prevailing wages, and jobs for local residents were mentioned at the Planning Commission. The Commission did not include any of these issues as part of project approval.

These issues are not a standard part of a land use entitlement process such as a zoning or General Plan change. Prevailing wage, local hiring and other City policies can be viewed in relation to whether or not a portion of the project will receive a subsidy from the City. In this case, there has been discussion of using future tax increment gained from the project to undertake the historic preservation work for the 16th Street Train Station and in compensation for the baggage wing. The project sponsors understand that as part of this work in VTPM 8554, if City funds are used to help preserve the Train Station, then all City policies must be met, including living wage, equal benefits, local hiring, etc. However, there is no requirement to impose such policies on the entire Wood Street Zoning District because each development project is distinct, separately owned, and can be fully developed to stand on its own without any relationship to any other development.

SUPPLEMENTAL REPORTS PREPARED AS PART OF THE PROJECT CONSIDERATION

Socio-Economic Benefit Report

As previously noted, several oral and written comments were received throughout the public review comment period regarding the need to prepare a socio-economic analysis of the proposed project. Mundie and Associates was retained to prepare the report titled, "The Proposed Wood Street Project: Policy and Planning Framework." The report focuses on the consequences of the

proposed land use changes, the potential gentrification as the result of the Wood Street Project, and tools available to maintain the existing affordable housing.

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

Fiscal Impact Report

A second report by Mundie Associates is contained as Attachment H. This report pertains to the fiscal impacts and benefits of the proposed land use change from Industrial to Residential. The report indicates that there would be significant revenues accruing to the City in the form of increased property taxes, sales taxes, utility user taxes, etc. As a corollary, there would also be increased expenses in order to successfully maintain the project and provide adequate public services.

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

Options for Preservation of Historic Resources

A third report by Mundie and Associates is being prepared and will be available for the May 3, 2005 public hearing. This report concerns economic considerations pertaining to the preservation of the 16th Street Train Station. In particular, the report addresses issues regarding the retention of the baggage wing and the potential economic impacts to the surrounding proposed development.

SUSTAINABLE OPPORTUNITIES

The approval of the Wood Street Develop Project includes many economic, environmental and social equity benefits for the West Oakland neighborhood and the City of Oakland.

Economic: There are many economic benefits of the proposed project to the local economy. The housing proposed in the project will be available to a range of income levels including very low, low, moderate, and above-moderate income families. The neighborhood commercial businesses and the project development maintenance and landscaping that are part of the development may include jobs for local residents.

Environmental: The project area has been used for industrial purposes for many years. The soils reports indicate that portions of the site have contaminated soil to a depth of 3 feet in the worst locations. The project sponsors are remediating the soil with the approval of the Regional Water Quality Control Board.

Social Equity: The proposed project will improve an area that is considered blighted under the Oakland Army Base Redevelopment Plan. The residential development will extend an existing residential neighborhood, will introduce more people to the area with an assumed mix of incomes, and will provide some neighborhood commercial services where none exist today.

DISABILITY AND SENIOR CITIZEN ACCESS

The proposed Wood Street Development includes a number of public pocket parks and a circulation system that focuses on pedestrian and bicycle amenities. The proposed public amenities will be constructed to standards that can accommodate disabled and senior citizens.

RECOMMENDATION(S) AND RATIONALE

At this time, the CED Committee is requested to review and consider the proposed project, the March 16, 2005 Planning Commission actions and the key issues and impacts associated with the development. In addition, staff requests that the CED Committee provide any comments, recommendations or follow up questions that can then all be incorporated as part of the May 3, 2005 staff report on the two appeals that have been received in opposition to the Planning Commission's March 16, 2005 recommendations.

ACTION REQUESTED OF THE CITY COUNCIL

It is recommended that the Community and Economic Development Committee:

- 1) Take testimony concerning the proposed Wood Street Project;
- 2) Review and consider the proposed Wood Street Project; and
- 3) Provide any comments, recommendations or requests for follow-up information so that they can be incorporated into the staff report for the May 3, 2005 public hearing on the two filed appeals and on the project itself.

Respectfully submitted,



CLAUDIA CAPPIO

Community and Economic Development
Director of Development, Building Services,
and the Oakland Army Base Reuse Authority

Prepared by:
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Planner IV, Major Projects
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APPROVED AND FORWARDED TO THE
COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE:


OFFICE OF THE CITY ADMINISTRATOR
ATTACHMENTS

- A. Project Location, Figure S-1
- B. Proposed Development Areas, Figure S-2
- C. Illustrative Concept Plan, Figure S-3
- D. Project Area Land Use and Development Program by Development Area, Table S-1
- E. Landmarks Preservation Advisory Board Minutes – February 28, 2005
- F. Information and analysis pertaining to the reuse of the 16th and Wood Street Train Station
- G. Financial and Appraisal Information Demonstrating Infeasibility of Preserving the Baggage Wing and Portion of the Tracks and Platform for the 16th and Wood Street Train Station
- H. The Proposed Wood Street Project: Fiscal Impact Analysis
- I. Letter from BUILD dated March 16, 2005 regarding a proposal for providing affordable housing within the Wood Street District
- J. Example of Financial Impact of Inclusionary Requirement
- K. Options for Meeting Redevelopment Agency Affordable Housing Obligations
- L. Correspondence
- M. Documents Relevant to Project Approval:

Exhibit A – CEQA Findings

Exhibit B – Mitigation Monitoring and Reporting Program (MMRP)

Exhibit C – Conditions of Approval

Exhibit D – General Findings

Exhibit E – Proposed Zoning Ordinance and District Regulations

Exhibit F – Proposed Zoning Ordinance Amending the Zoning Map

Exhibit G – Proposed General Plan Resolution

Exhibits H-1 and H-2 – Proposed Redevelopment Plan Ordinance and Resolution

Five Vesting Tentative Parcel Maps 8551, 8552, 8553, 8554 (amendments not shown), 8555
March 16, 2005 Planning Commission Report + Attachments
Final Environmental Impact Report, published February 7, 2005 (delivered separately)