

CITY OF OAKLAND

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2015 MAR 26 PM 2:39

AGENDA REPORT

TO: John A. Flores
INTERIM CITY ADMINISTRATOR

FROM: Rachel Flynn

SUBJECT: Supplemental Report - Coliseum
Area Specific Plan and EIR

DATE: March 24, 2015

City Administrator
Approval

Date

3/25/15

COUNCIL DISTRICT: City-Wide

RECOMMENDATION

Staff recommends City Council conduct a public hearing and upon conclusion adopt:

- 1) A Resolution, As Recommended By The City Planning Commission, (A) Certifying The Environmental Impact Report And Making Related CEQA Findings; And (B) Adopting The Coliseum Area Specific Plan And Related General Plan Amendments.
- 2) An Ordinance, As Recommended By The City Planning Commission, Amending The Oakland Planning Code To (A) Create The D-CO Coliseum Area District Zones Regulations, (B) Make Conforming, But Non-Substantive Changes To Other Planning Code Sections In The Coliseum Specific Plan, Lake Merritt Station Area Plan, And West Oakland Specific Plan Areas; And (C) Adopt Revised Zoning And Height Area Maps.

REASON FOR SUPPLEMENTAL REPORT

The Coliseum Area Specific Plan ("Specific Plan"), Environmental Impact Report (EIR), and related actions were the subject of a March 24, 2015 public hearing of the Community and Economic Development (CED) Committee of the Oakland City Council. After considering public comment, the CED Committee voted, by consensus, to forward the Specific Plan, EIR, and related actions to the full Council on March 31, 2015, with specific modifications. This supplemental report includes the following modifications: (1) material prepared at the request of the CED Committee (an alternative zoning map proposal); (2) "clean up" items resulting from the March 11th Planning Commission hearing (revisions to the resolution, CEQA findings and zoning code text, to be consistent with a mitigation measure in the EIR on procedures for applying for approval of buildings taller than 159 feet in height); and, (3) comment letters received by the City from the public between March 11th and March 25th. Finally, the report includes a summary of the Alameda County Airport Land Use Commission's (ALUC) March 18,

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City Council
March 31, 2015

2015 public hearing on the Coliseum Area Specific Plan and EIR. Each of these items are discussed below.

1. New Zoning Map:

The Community and Economic Development (CED) Committee of the Oakland City Council requested an alternative zoning map be prepared at their March 24, 2015 hearing on the Coliseum Area Specific Plan, EIR, and related actions, which does not include the new “D-CO-4” zone mapped along the portion of San Leandro Bay shoreline between Edgewater Drive, Damon Slough, and Elmhurst Creek. Removing the D-CO-4 zone from any portion of the Airport Business Park would preclude the addition of new residential activities. Rather, the alternative zoning map would show the new “D-CO-3” zone mapped in this location, which does not allow residential activities. That new alternative zoning map is included as **Attachment A** to this report, and described as “Option 1” for consideration by the City Council on March 31st. **Attachment B** to this report is the original Zoning Map proposal, as recommended by the Planning Commission for adoption, at their March 11, 2015 public hearing, and described as “Option 2” for consideration by the City Council on March 31st. This zoning map change was suggested by Councilmember Kaplan, and supported by Council President Gibson-McElhaney, as a way to address the concerns of some business owners and community organizations that question the addition of new residential activities into the Oakland Airport Business Park.

2. Comment Letters:

Between the March 11th Planning Commission hearing and the March 25th publication of this report, the City received letters from a coalition of community organizations, East Bay Municipal Utility District and the Alameda County Parks and Recreation Commission. The City also received a letter from the Alameda County Transportation Commission from October, which was intended to be a Draft EIR comment letter from ACTC, but through an error, was not received by the City until March. Each of these letters are included as **Attachment C** to this report, to be part of the public record, for the Specific Plan.

3. Revisions to CEQA Findings:

At the March 11th Planning Commission hearing, the Planning Commission recommended the City Council adopt CEQA findings to certify the EIR. Those CEQA findings, included as an attachment to the March 24, 2015 Agenda Report, were in error for two of the findings: as a mitigation measure, “MM-Land 7 (parts A-D) was revised by staff, and approved by the Planning Commission, but that revision did not get codified in the CEQA findings, which are before the Council for adoption. The revision of the two CEQA findings, as adopted by Council, is revised to read (deleted language in ~~strikeout~~, new language in underline):

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Community and Economic Development Committee
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37. Land-7 (ALUCP Compatibility): Development of the Coliseum District could fundamentally conflict with the structural height criteria of the Oakland International Airport Land Use Compatibility Plan (ALUCP). Mitigation Measure Land-7A provides that no structures that exceed 159.3 feet above mean sea level or otherwise exceed the applicable Part 77 surfaces of the Oakland International Airport Land Use Compatibility Plan, ~~or which exceed 200 feet above the ground level of its site,~~ will be approved by the City unless such a structure has been reviewed by the FAA in accordance with Federal Aviation Regulations (FAR) Part 77 and receives: ~~either a) an FAA finding that the structure is “No Hazard to Air Navigation” not a hazard to air navigation and would not result in the FAA altering, curtailing, limiting, or restricting flight operations in any manner; and an conclusion by the ALUC determination that the proposed structure is consistent with the December 2010 Oakland International Airport Land Use Compatibility Plan (ALUCP); and acceptable instituting any alterations or curtailing of flight operations; or a conclusion by the ALUC that the proposed structure is acceptable with~~

~~b) Agreement from appropriate marking and lighting, and that the applicant agrees to mark and light that structure in a manner consistent with FAA standards, as to color and other features.~~ Mitigation Measure Land-7B requires sellers or lessors of real property located within the Oakland Airport Influence Area (AIA) to include a real estate disclosure and aviation easement included as part of all real estate transactions within the AIA; and the City will coordinate the wording of the disclosures with the Port of Oakland. Mitigation Measure Land-7C requires aviation easements be dedicated to the Port of Oakland as a condition for any discretionary approvals of future residential or non-residential development within the Project Area. Mitigation Measure Land 7D requires applicants to obtain required City permits for fireworks displays or other aerial releases, and event sponsors shall coordinate in advance with the FAA to ensure that the proposed timing, height and materials for the event do not pose a hazard to the safe operation of Oakland International Airport. With implementation of these mitigation measures, the impact would be reduced to a level of less than significant.

63. Trans-88 (Air Traffic Patterns): Development under the proposed Project could result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. With implementation of Mitigation Land-7A, 7B, ~~and 7C,~~ and 7D, which require ~~all~~ that no structures that exceed 159.3 feet above mean sea level or otherwise exceed the applicable Part 77 surfaces of the Oakland International Airport Land Use Compatibility Plan, ~~or which exceed 200 feet above the ground level of its site~~ will be approved by the City, unless such a structure has been must be reviewed by the FAA in accordance with FAR Part 77 and the City receives: a) and receive a finding that the structure is “No Hazard to Air Navigation” “not a hazard to air navigation” and would not result in the FAA altering, curtailing, limiting, or restricting instituting any alterations or curtailing of flight operations in any manner;

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~~and a conclusion by the~~ an ALUC determination that the proposed structure is consistent with the December 2010 Oakland International Airport Land Use Compatibility Plan (ALUCP); and b) acceptable instituting any alterations or curtailing of flight operations, ~~or a conclusion by the ALUC that the proposed structure is acceptable with appropriate Agreement from the applicant to marking and lighting that structure in a manner consistent with FAA standards;~~ that sellers or leasers of real property located within the Oakland Airport Influence Area (AIA) shall include a real estate disclosure notification that their property is situated within the AIA and may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (and that the City will coordinate the wording of the disclosures with the Port of Oakland); and that an avigation easement shall be dedicated to the Port of Oakland as a condition for any discretionary approvals of future residential or non-residential development within the Project Area; that an applicant obtain required City permits for fireworks displays or other aerial releases, and event sponsors shall coordinate in advance with the FAA to ensure that the proposed timing, height and materials for the event do not pose a hazard to the safe operation of Oakland International Airport. These mitigation measures would reduce this impact to a less than significant level.

4. Revised Resolution:

Revisions are needed which clearly state that Council directs staff to revise the graphics in the Specific Plan, to emphasize sports and entertainment venues on the Coliseum site, as opposed to the Business Park side as originally shown. The revised resolution is **Attachment D** to this report; new language is shown in underline.

5. Revised Zoning Regulations:

Revised zoning text to the proposed D-CO zone regulations is needed to conform both to the Planning Commission recommendations from March 11, and with the mitigation measures for Federal Aviation Administration and ALUC approval (as discussed above). This revised zoning, Exhibit B to the Ordinance, is attached as **Attachment E** to this report (and shown in grey highlight). The following zoning provision is revised to be accurate to the permitting process necessary for new construction in the Airport Influence Area (all land East of San Leandro Street and the Oakland International Airport). Also, to conform with the recommendation of the ALUC at their March 18 hearing, a new section of Zoning Code is proposed, “17.101H.110 Compliance with Oakland Airport Land Use Compatibility Plan.” New language is in underline, ~~deleted language is in strikeout:~~

Additional Regulations for Table 17.101H.03:

...

5. The maximum by-right height of 159 feet above mean sea level, or otherwise exceed the applicable Federal Aviation Regulations (FAR) Part 77 surfaces of the Oakland International Airport Land Use Compatibility Plan may only be exceeded in the following situation:

a) ~~the proposed structure has undergone a Federal Aviation Administration (FAA review);~~

a) The structure has been reviewed by the FAA in accordance with FAR Part 77 and the City receives:

i) An FAA finding that the structure is “No Hazard To Air Navigation” and would not result in the FAA altering, curtailing, limiting, or restricting flight operations in any manner; and an ALUC determination that the proposed structure is consistent with the Oakland International Airport Land Use Compatibility Plan (ALUCP); and

ii) Agreement from the applicant to mark and light that structure in a manner consistent with FAA standards; and

b) The additional height has received approval pursuant to the City’s conditional use permit procedure (see Chapter 17.134).

17.101H.095 Compliance with Oakland Airport Land Use Compatibility Plan.

The Oakland International Airport Land Use Compatibility Plan (ALUCP) details the types of development inside the Airport Influence Area (the land west of San Leandro Street) which are to be reviewed by the Alameda County Airport Land Use Commission (ALUC). New development in any D-CO zone which meets the definitions of Section 2.6.2 “Land Use Actions Recommended for ALUC review” is to follow the review process in the Airport Land Use Compatibility Plan.

6. Revised Specific Plan Text

Staff has revised the “Coliseum Area Action Plan” (Table 7.5) in Chapter 7 of the Specific Plan to include time frames, responsibility, and potential funding mechanisms. The revised table is included as *Attachment F* to this report.

At the March 11, 2015 Planning Commission hearing, the Commission adopted a motion that recommended text changes to the Specific Plan. These changes noted below, include new language in underline:

Item: _____

LU Policy 3-41: The City supports and encourages local hiring and training of Oakland residents, including residents from the adjacent East Oakland neighborhoods, for the new jobs envisioned in the Plan, and consideration of requirements such as “ban the box” that facilitate job access for local residents.

LU Policy 3-44: Encourage local businesses to offer internship, mentoring, and apprenticeship programs to high school and college students, with a priority on East Oakland students.

New LU Policy 3-63: Expand outreach to tenants regarding their rights under the City of Oakland’s Tenant Protection Ordinance and other protections, and ensure effective enforcement of such policies.

4.6 SUSTAINABILITY AND HEALTH Goal: Integrate sustainable and environmentally sensitive buildings, landscapes, and infrastructure into development in the Plan Area and surrounding areas development.

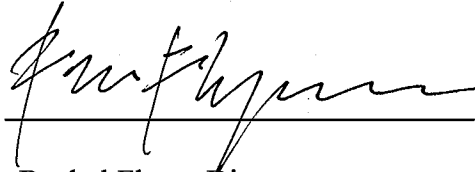
7. Alameda County Airport Land Use Commission (ALUC)

On March 18, 2015, the ALUC held a public hearing to consider the Specific Plan, EIR, and mitigation findings. After discussion, the ALUC adopted a resolution (**Attachment G** to this report) which found the Specific Plan consistent with the Oakland International Airport *Land Use Compatibility Plan*; with the requests that the City amend the D-CO zoning to state that the Plan is consistent with the *Land Use Compatibility Plan*, and further, that the zoning be amended to clearly state which types of developments are to be reviewed by the ALUC, as defined in Section 2.6.2 “Land Use Actions Recommended for ALUC Review.” The zoning has been revised to reflect these recommendations (see section 5, above).

With these changes, the City Council is considering the latest revisions and recommendations of City staff, the Planning Commission, and the CED Committee.

For questions regarding this report, please contact Devan Reiff, Planner III, at 510-238-3550.

Respectfully submitted,



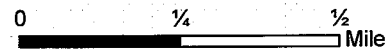
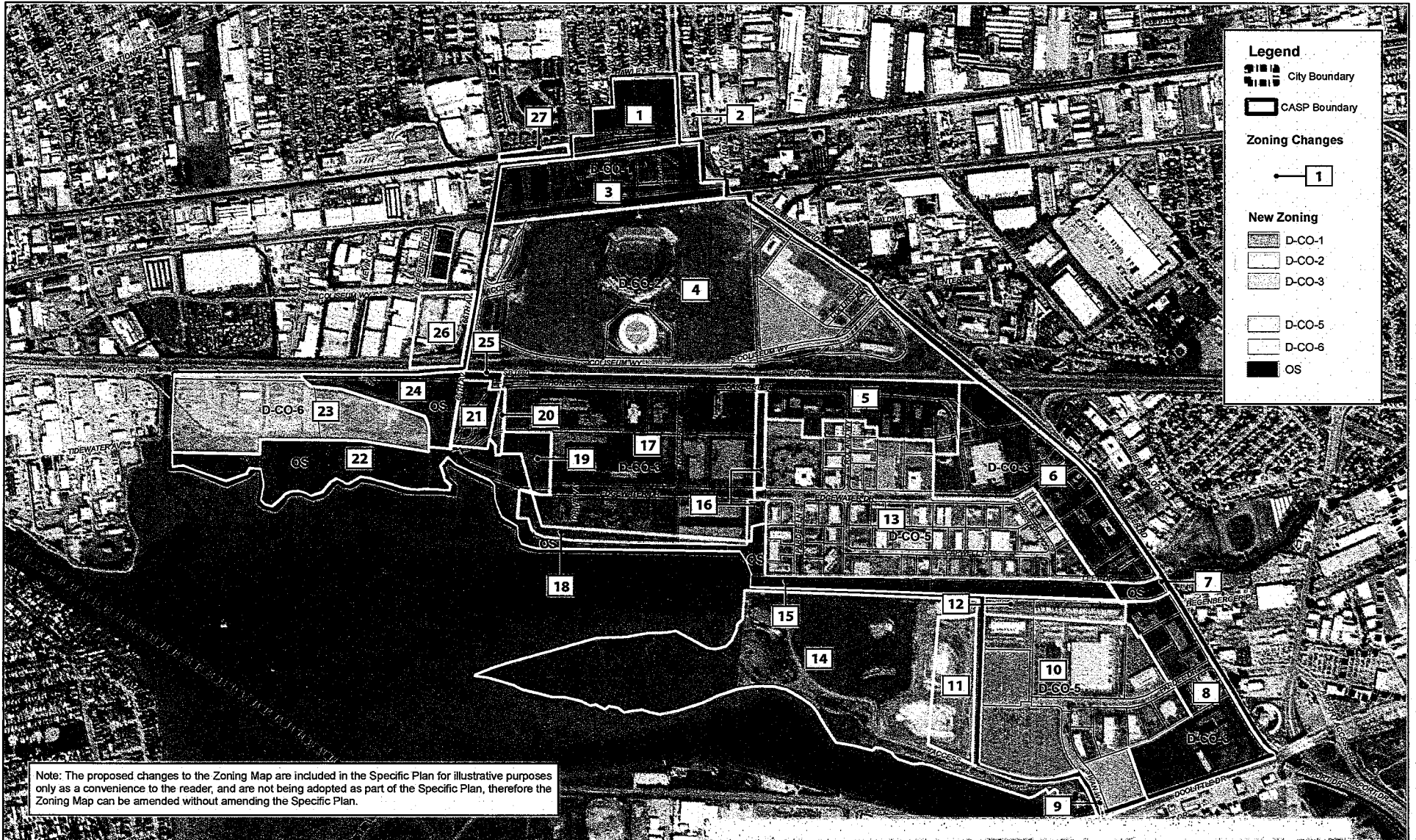
Rachel Flynn, Director
Planning and Building Department

Reviewed by:
Ed Manasse, Strategic Planning Manager

Prepared by:
Devan Reiff, AICP, Planner III
Bureau of Planning

ATTACHMENTS

- A. Zoning Map as recommended by CED Committee
- B. Zoning Map as recommended by Planning Commission on March 11, 2015
- C. Comment Letters received by the City Of Oakland
- D. Revised Resolution
- E. Revised Zoning Ordinance for D-CO zone, Exhibit B to the Ordinance
- F. Revised Table 7.5 "Coliseum Area Action Plan"
- G. Airport Land Use Commission of Alameda County Resolution



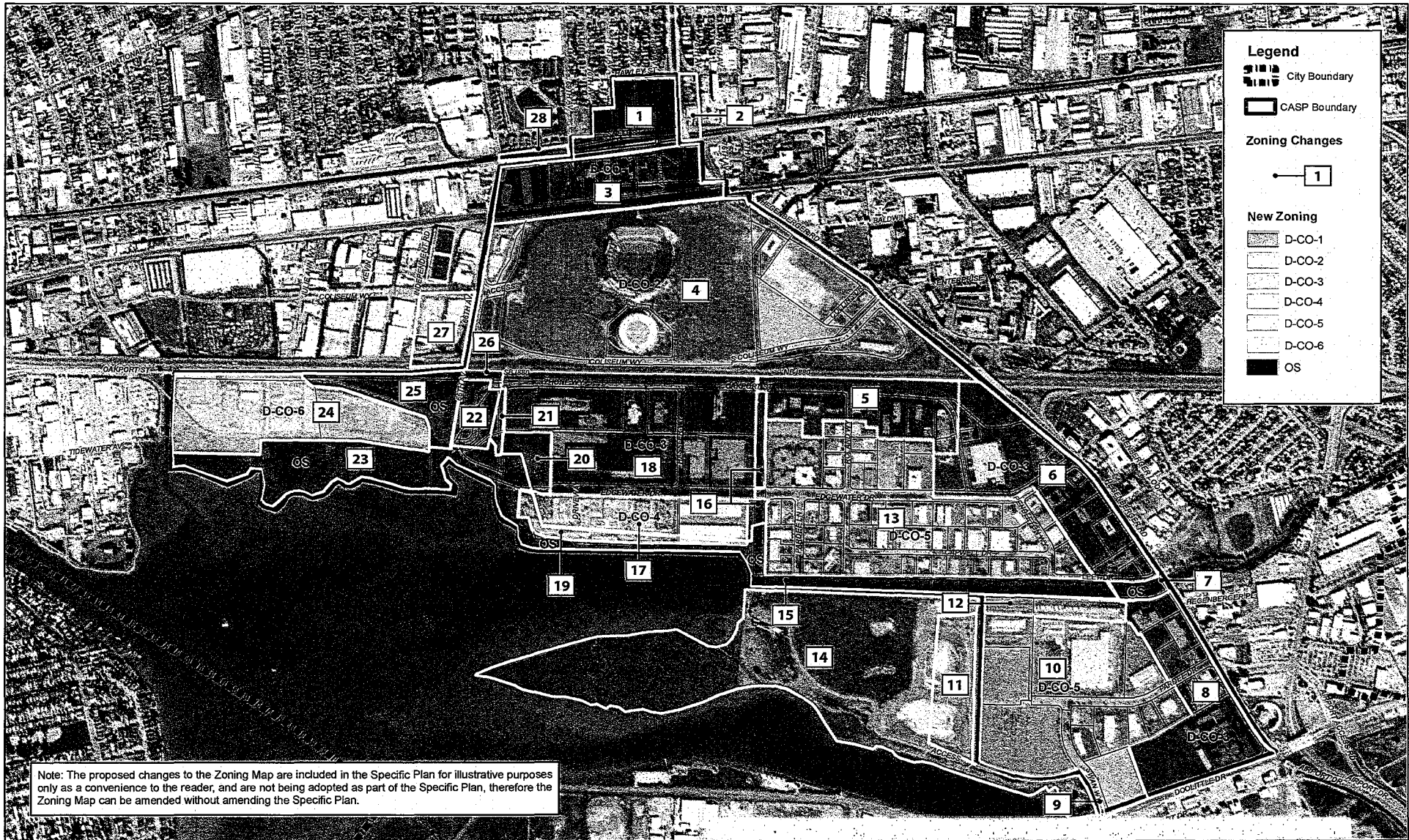
ATTACHMENT A

ATTACHMENT A

Attachment A. to 3/31/15 City Council

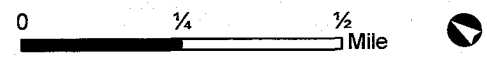
Coliseum Area Specific Plan—Revised Zoning Map, after 3/24/15 CED Committee

Table 7.2. Coliseum Area Proposed Zoning Amendments		
ID	Zoning Changes	Acres
1	Existing Zoning: S-15 Proposed Zoning: D-CO-1	17
2	Existing Zoning: CIX-2 Proposed Zoning: D-CO-1	4
3	Existing Zoning: CR-1 Proposed Zoning: D-CO-1	34
4	Existing Zoning: CR-1 Proposed Zoning: D-CO-2	191
5	Existing Zoning: IO Proposed Zoning: D-CO-3	31
6	Existing Zoning: CR-1 Proposed Zoning: D-CO-3	50
7	Existing Zoning: CR-1 Proposed Zoning: OS	3
8	Existing Zoning: CR-1 Proposed Zoning: D-CO-3	40
9	Existing Zoning: M-40 Proposed Zoning: D-CO-5	1
10	Existing Zoning: CIX-2 Proposed Zoning: D-CO-5	84
11	Existing Zoning: CIX-2 Proposed Zoning: OS	17
12	Existing Zoning: M-40 Proposed Zoning: D-CO-5	8
13	Existing Zoning: IO Proposed Zoning: D-CO-5	105
14	Existing Zoning: M-40 Proposed Zoning: OS ()	128
15	Existing Zoning: M-40 Proposed Zoning: OS	18
16	Existing Zoning: IO Proposed Zoning: OS	4
17	Existing Zoning: IO Proposed Zoning: D-CO-3	104
18	Existing Zoning: M-40 Proposed Zoning: D-CO-3	7
19	Existing Zoning: IO Proposed Zoning: Open Space	6
20	Existing Zoning: IO Proposed Zoning: OS	2
21	Existing Zoning: CIX-2 Proposed Zoning: OS	7
22	Existing Zoning: M-40 Proposed Zoning: OS	46
23	Existing Zoning: M-40 Proposed Zoning: D-CO-6	45
24	Existing Zoning: M-40 Proposed Zoning: OS	15
25	Existing Zoning: CIX-2 Proposed Zoning: D-CO-3	1
26	Existing Zoning: CIX-2 Proposed Zoning: CIX-1	11
27	Existing Zoning: S-15 Proposed Zoning: D-CO-1	2



COLISEUM SPECIFIC AREA PLAN
 Figure 4.9-7: Proposed Zoning Code Amendments

EXHIBIT A TO ORDINANCE



Planning and Building Department
 March 2015

ATTACHMENT B

**ATTACHMENT C TO MARCH 31, 2015
SUPPLEMENTAL AGENDA REPORT**

**Letters received by City since March 24, 2015
CED hearing**

March 22, 2015

City of Oakland
City Council
1 Frank Ogawa Plaza
Oakland, CA 94612

Re: **Critical Changes to the Coliseum Area Specific Plan**

Dear Councilmembers Reid, Kaplan, McElhaney, and Campbell-Washington:

We are a coalition of Oakland residents, workers, faith leaders, youth, unions, and community organizations from various sectors invested in the health and economy of Oakland. Collectively, we represent tens of thousands of community members and constituents who believe that if done right, the Coliseum City project has the potential to transform East Oakland by creating good jobs, affordable housing, safe and healthy communities, and cleaner air.

By working with us and listening to the concerns voiced by dozens of residents and workers, the Planning Department staff and the Planning Commission have made substantial improvements to the Coliseum Area Specific Plan in a number of areas. However, key opportunities to create real equitable economic development still remain, especially around healthy, safe and affordable housing for long-time Oakland residents.

We call on the Community and Economic Development (CED) Committee to respect the hard work and collaboration between the community and the Planning Department by approving all of the important changes made by the Planning Commission on March 11th and to make additional improvements described below at your March 24th meeting.

1. **Affordable housing target:** LU Policy 3-51 in the Final Draft of the Coliseum Area Specific Plan (released January 30th) should replace the “at least 15%” goal with a goal that adequately reflects the affordable housing need outlined in the City’s Housing Element for extremely low-, very low-, and low-income households. The City has already established targets for affordable housing needs in its Housing Element that should serve as the targets for Coliseum City.

While the City has attempted to have consistent affordable housing targets in all Specific Plans, the 15% target is far too low to reflect the need in East Oakland, which is even greater than other parts of the city. For example, in the 94621 zip code, where Coliseum City will be located, the median income is just \$31,082 (compared to \$52,583 citywide), and nearly 70% of renters are rent-burdened (paying more than 30% of their income for rent).

Moreover, the substantial amount of public land in the project area provides a unique resource and financial asset for affordable housing development that further differentiates this plan from others in the city.

Finally, the 15% target is also far too low to help Oakland meet its Regional Housing Needs Allocation (RHNA), included in the City's Housing Element. More than 50% of Oakland households qualify as extremely low-, very low-, or low-income.

2. **Commit to using public land for public benefit:** LU Policy 3-53 should prioritize the use of public land for affordable housing and other community uses, including an evaluation of which parcels would be appropriate for these purposes.

The current language does not take full advantage of this unique and important resource in the Coliseum City project area – public land. Without adequate state and federal resources for affordable housing development, public land becomes an even more critical asset to ensure that the City meets its RHNA and that Coliseum City truly serves the needs of East Oakland residents.

3. **Preference to local and displaced residents for jobs and affordable housing:** Add a policy in section 3.12 that would give preference for affordable housing to both *existing* Oakland residents and *those who have already been displaced* from Oakland because of rent pressures and gentrification. Also strengthen LU Policy 3-41 to give preference for hiring not only to local residents but also to residents who have been displaced from Oakland by rising rents and gentrification.

Current residents affected by the ongoing housing crisis and the increased demand that Coliseum City will create must be given the first opportunity to move into new affordable homes in order to prevent displacement. Moreover, many long time Oaklanders have already been displaced by rising rents, economic pressures and gentrification and are now living in surrounding cities that will be impacted by this project. They should have the opportunity to return to Oakland to work and live.

4. **Environmental health:** Incorporate the recommendations related to environmental health found in our letter to the Planning Commission (attached), including applying the Healthy Development Guidelines, requiring buffers, and ensuring indoor air quality improvements.

Without these improvements, the Specific Plan inadequately addresses the air pollution and environmental health impacts that increased traffic and construction will have on East Oakland residents.

The CED Committee has a unique opportunity and an important responsibility to ensure that development in Oakland promotes opportunity for everyone. If done right, this project could be a model for responsible development, with significant benefits to residents. **Before moving the Specific Plan to full Council for a final vote, we urge you to ensure that it meaningfully includes these residents.**

Sincerely,

Anthony Panarese
Alliance of Californians for Community Empowerment (ACCE)

Andreas Ferreira Cluver
Building & Construction Trades Council of Alameda County

Robbie Clark
Causa Justa :: Just Cause

Nehanda Imara
Communities for a Better Environment (CBE)

Kate O'Hara
East Bay Alliance for a Sustainable Economy (EBASE)

Gloria Bruce
East Bay Housing Organizations (EBHO)

B.K. Woodson, Sr.
Faith Alliance for a Moral Economy (FAME)

Amy Fitzgerald
Oakland Community Organizations (OCO)

David Zisser
Public Advocates Inc.

Denis Solis
SEIU USWW

Wei-Ling Huber
UNITE HERE Local 2850

Nicole Lee
Urban Peace Movement

Email: Oakland City Council CED Committee: cfarmer@oaklandnet.com; acampbell-washington@oaklandnet.com; lreid@oaklandnet.com; atlarge@oaklandnet.com

Copy: Devan Reiff, City of Oakland, Department of Planning and Building – Strategic Planning Division: dreiff@oaklandnet.com

PARKS, RECREATION AND HISTORICAL COMMISSION
Alameda County Planning Department
224 West Winton Avenue, Room 111
Hayward, CA 94544
(510) 670-5400

To: City of Oakland

CC: Devan Reiff

From: Alameda County Parks, Recreation, and Historical Commission

Re: Comments to the Final Environmental Impact Report for the Coliseum Area Specific Plan SCH# 2013042066 dated February 20, 2015, City Case #ER13-0004

We have also attached comments to the Draft EIR for reference. We are making comments on the FEIR to address conclusions reached in the report.

In Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts- Impact Public-2: "The Proposed Project would not increase the use of existing neighborhood and regional parks or to other recreational facilities such that substantial physical deterioration of the facility would not occur or be accelerated-No Mitigation needed and Impact is less than Significant".

We strongly disagree with the "Less than Significant" finding. The estimated projection of 10,200 new residents will have a great impact on the existing recreational and open space facilities. The increased population would indeed have an effect on existing community centers and playgrounds as stated in the DEIR page 4.12-15: "Cumulative development throughout East Oakland would generate a need for additional parkland, adding the existing deficiency of parkland acreage, and would increase the use of existing parks and recreational facilities such that substantial physical deterioration of such facilities may occur or be accelerated. The cumulative impact on parks and recreational facilities may be significant." This statement was based on the initial impact of 300 new residential units, not the current 5,750 units.

Adding 13,000 plus new residents into this East Oakland neighborhood is not realistic or healthy for the community without a commensurate active recreation component. East Oakland is already underserved with park and recreational opportunities at 0.86 acres per 1,000 residents per the OSCAR and if you remove school playgrounds, which the DEIR includes, the ratio drops. The City-wide goal is 4 acres per 1000 residents. You cannot include school playgrounds as part of the active recreation because they are fenced off and locked during after-school hours including weekends.

The increased population would also have to travel at least a mile to any active recreation site which would exacerbate traffic, accessibility to the impaired, and seniors, and would defeat a City of Oakland goal "to reduce deficiencies in, and disparities between existing residential areas" (OSCAR). We strongly urge and challenge the project to meet the OSCAR goal of 4 acres of ACTIVE recreation per 1,000 residents, which segues to:

Impact Public-3: "The proposed Project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment-No mitigation needed and a finding of Less than Significant".

We submit that an adverse effect on the environment would be increased without building additional active recreational facilities. The omission of active recreation and community centers also impacts the physical environment. The fact that 5,750 new households with 14,500 plus members with children and pets and no back yards or close parks will need to travel to use current city parks which will pose a significant impact from increased traffic, a dearth of parking, and an increase in poor air quality. The 96.3 acres identified in the plan provide open-space or wetland restoration with 58 of those acres identified as local serving parks. However, the OSCAR states that parks which "meet active recreational needs of the community" define a local park. The need for ACTIVE recreation in this underserved area must be a high priority.

Chapter 4.12: Public Services and Recreation [C2-15]: "Regardless of the proposed Project, the City would continue to exceed its overall park standard and would continue to fall short of its stated local-serving park standard, although the proposed Project would have a positive contribution to both standards, As a result the impact would be less than significant."

We strongly disagree with the finding of less than significant here. How was the overall park standard calculated? Including all of the 114,000 acres of the EBRPD land would be a huge mistake. Only 1,771 acres of EBRPD land is in the City of Oakland. Since 2012, the City of Oakland has seen a resurgence in population, the addition of 10,000 plus new residents would boost those numbers and drop the ratio for the "park standard". The overall goal still does not address the very real issue of "local" recreation needs as expressed by the OSCAR and the current existing demand in the underserved area of East Oakland where the Project resides. This project needs to embrace the intent of the City's OSCAR Element, Policy Rec-10.2 and provide the calculation for maximum local recreation and seek voluntary fees, if not mandated by the start of construction. We laud the approximate 16 acres of restored and enhanced wetland habitat; however, the active needs of the new residents require attention, as well. Roof top gardens and benches are great passive amenities, but the one proposed swimming pool and a dual purpose parking lot/ soccer field is woefully inadequate for active needs of the proposed new residents. Again you cannot include school playgrounds in your count of parks, as they are closed after hours. As an aside, the EPA is no longer supporting the use of recycled rubber for playground surfaces due to toxic debris within the material.

Where are the schools? The possibility of having 1,000 new students will strain an already burdened Oakland Unified School District. We think the developer should include the building of at least one elementary school and one middle school as part of the mitigation for the demolition of historic structures. The physical impact here is the same as for a lack of parks-congested traffic and increased air pollution, lack of parking, and added congestion in the classroom.

Chapter 4.4: Cultural Resources

The Oakland/Alameda Coliseum is eligible for the County's Historical Register. All of the plans except "No Project" include the demolition of the Coliseum. Since this is a potential historic resource, the PRHC

Commission believes that there should be additional mitigation for the demolition of the historic resource under the section [PC5-S]: Mitigation Measure Cultural 1A-3. We would like to see additional funding for public art to celebrate the changing landscape and cultural impacts from the time of the Native Americans to the present.

In Summary, the Oakland/Alameda Coliseum is of local historic significance in architecture and cultural impact and any plans to demolish such should be mitigated through public art and historic preservation projects as submitted to the Landmarks Preservation Advisory Board.

The East Oakland area is woefully underserved by active park facilities at 0.89 acres per 1000. Using the umbrella of the overall parkland statistics hides the need for local parks and promotes class distinctions by denying access to a park in their neighborhood. The OSCAR estimates that there are 41.7 acres of recreational land, including schoolyards and athletic fields. "Traditional parks" account for 19.6 acres or less than half of the active recreational space available in East Oakland. When school yards are not taken into account, the ratio of parkland per 1,000 residents drops to 0.42 acres. According to ABAG, the population will continue to grow and we need to maximize the opportunities to build out parks along with residences. The OSCAR provides a guideline which should be used in building out local park facilities in this Project.

New schools, one elementary and one middle school should be included in the project to take care of the new population and all construction should result in the use of alternative energy, i.e. solar and wind. Recycling gray water for landscapes and parks should also be a priority, especially with the ongoing drought.

All the aforementioned, parks, public art, preservation projects, schools, should all be mitigations for any actions concerning these historic structures. We would also like to note that at the presentation of the Project to the Oakland Parks and Recreation Commission there was a request to return which was not fulfilled. The estimate of population does not use the latest Census figures for the Projects calculation. The current calculation should be 2.5 people/ residence which would put the actual figures for the full build out of 5,750 new homes at 14,375.

On behalf of the Alameda County Parks, Recreation, and Historical Commission we would like to thank you for your consideration,

Dionisio Rosario-Chair

Al Minard- Commissioner

Linda Willis-Commissioner

ATTACHMENT

PARKS, RECREATION AND HISTORICAL COMMISSION

Alameda County Administration Building
224 West Winton Avenue, Room 111
Hayward, CA 94544
(510) 670-5400

October 17, 2014

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

RE: Comments on the Coliseum Area Specific Plan and Draft EIR ZS13-103 and ER13-0004

Dear Planning Commissioners,

The Alameda County Parks Recreation and Historical Commission (PRHC) is an advisory body to the Alameda County Board of Supervisors. Given the project would involve land currently owned by Alameda County and has implications for both historic and recreational resources within the County; the Commission has decided to weigh in on this matter and would like to submit our comments for the record.

First, the Commissioners of the PRHC would like to acknowledge the comments submitted by the Oakland Heritage Alliance (OHA) and Alison Finley, their President. The OHA comments are attached for reference.

Secondly, we refer to 4.4-9 of the Coliseum Area Specific Plan-Draft EIR the last paragraph that defines the Oakland Coliseum Complex which states, "The Oakland City Planning Department's Oakland Cultural Heritage Survey (OCHS) rates the Oakland Coliseum as "A" (Highest Importance) and the Arena as "B +" (Major Importance). The buildings are also rates as "1+", which means they are contributing structures to an Area of Primary Importance (i.e., the Coliseum complex). Therefore, the Oakland Coliseum, the Arena and the Complex as a whole are on the Oakland's Local Register of Historical Resources (Historic Preservation Element Policy 3.8) and are considered historical resources under CEQA. (Also, see 4.4-31 first paragraph).

Questions/Comments regarding Historic status:

The Oakland Coliseum, Arena, and related structures being of historic significance should be considered for rehabilitation rather than demolition. The current reality of the MLB Oakland A's being the only long term tenant (the NBA Warriors moving to S.F. and the NFL Oakland Raiders threatening to move) it would be more cost effective to rehabilitate the current structures than build three new venues and hope to attract other professional teams. Also, per 4.4-31 (fourth paragraph, last sentence) the demolition of this historical resource is considered a significant impact. According to Planning Code Section 17.136.075(B) and (C) demolition requires a Design Review. Approval may be granted only if the proposal conforms to the general design review criteria. The Parks, Recreation and Historic Commission are encouraged to protect our historic buildings and that includes the Oakland Coliseum. This is a historic resource for the City of Oakland, the County of Alameda and should be given full and complete historical significance.

Questions/Comments regarding parkland:

The full build out of the proposed 5,750 residential units necessitates the need for more parkland for active recreation; this is a significant impact. Using the latest census of Oakland, we find that the average number of persons per household is 2.50 person per household, and we suspect that it is higher in East Oakland. Using the 2.50 persons we arrive at 14,375 persons living in this project at completion. In the 1996 City of Oakland Open Space, Conservation, and Recreation Element (OSCAR) a standard of 4 acres per 1,000 people was established (4.12-6 paragraph 3). The OSCAR element was founded on the principle that a park should be available within walking distance of every Oakland resident. Additionally many of the housing units are in multi-story units that would not even provide a backyard for an occupant to use. No person should have to travel too far from home to gain access to recreational services (4.12-9 paragraph 12). In other words parks should be within an easy walk from where a person lives.

The proposed Project includes a total of 26.5 acres of parks and open space within the Coliseum District, consisting of the 2.2-acre "Grand Plaza" pedestrian streetscape; a 14.2-acre pedestrian Concourse and linear park; a 2-acre park next to the MLB Ballpark; and more than 8 acres of open space and natural habitat improvement along Damon Slough near the Amtrak railroad tracks and 66th Avenue. This natural habitat area can be read as wetlands which may have trails through the area but it is certainly not a park that a person could play or picnic. Of that only 12.45 acres is new with only 2.15 acres for active recreation. 2.15 acres of active recreation is clearly not adequate for a very conservative estimate of 14,375 new residents and in an East Oakland area already underserved by parks. The Oakland Open Space, Conservation and Recreation Element recommends 4 acres per thousand person in new development of active parkland in the immediate vicinity of the housing and an additional 6 acres of parkland per thousand population added to the City as a whole. This would equal 144 additional acres of parkland for this development in the city with about 60 acres in the immediate vicinity of the housing. We think this is both reasonable and justifiable for the size of this project.

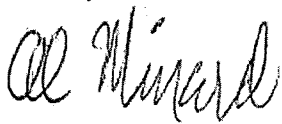
The PRHC recommends a set aside of at least 60 acres to meet the OSCAR standard of 4 acres of active recreation parkland per 1,000 residents and adjust the resident count to reflect Census data. We also recommend that an additional 80 acres of parkland be purchased or dedicated within the City of Oakland. The City should avail itself of mitigation fees as allowed by the Quimby Act or Mitigation Fee Acts to pay for building and maintaining the OSCAR standard acreage for active recreation.

The Draft EIR states, "the City of Oakland would continue to exceed the overall park standard... and as a result, the impact would be less than significant." (4.12-14 paragraph 3). We would like to see the justification of this statement. We suspect that this statement is an inaccurate interpretation of existing conditions.

In addition, the Draft EIR provides a contradictory statement regarding the Cumulative Impact of the project on parkland. On page 4.12-15, the document states that "cumulative impacts on parks and recreational services may be significant", but then arrives at the conclusion that the impacts are less than significant. We affirm that the impacts would be significant as they do not meet the standard set forth in the OSCAR Element, and they further burden a community that lacking in adequate recreational facilities.

The historical significance of the Oakland Coliseum and the Oakland Arena and adequate active parks for our residents to play and learn the team skills that they will need later in life are of equal concern of the PRHC. These are very real concerns of this Commission and we ask that you give our input very serious consideration as this project moves forward.

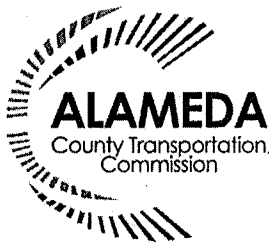
Sincerely,



Al Minard, Chair
Alameda County Parks, Recreation and Historical Commission

Attachment

cc: Devan Reiff, Project Manager, City of Oakland



October 16, 2014

Devan Reiff
City of Oakland Strategic Planning Division
250 Frank H. Ogawa Plaza
Suite 3315
Oakland, CA 94612

SUBJECT: Response to Draft Environmental Impact Report for Coliseum City Specific Plan

Dear Mr. Reiff,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Coliseum City Specific Plan. The Project area covers approximately 800 acres bounded by 66th Avenue to the north, San Leandro Street on the east, Hegenberger Road on the south, and San Leandro Bay and the Oakland International Airport to the west. The Specific Plan calls for up to three new sports venues (a new football stadium, baseball park, basketball arena and multi-purpose events center), an intermodal transit hub adjacent to the current Coliseum BART station, and an elevated pedestrian concourse that runs from the BART station to the sports-related entertainment district (with retail, restaurants, and hotels) and mixed-use residential neighborhood, residential transit-oriented development to the east of San Leandro Street, and extends to the west side of I-880 and the Oakland Airport Business Park area near the San Leandro Bay waterfront. The remainder of the Project Area is envisioned to be developed over the longer term and could include a residential mixed-use district; a science and technology district that includes developments ranging from office to research and development, to production and support, to logistics and airport-related uses; a possible new bay inlet along the waterfront; a potential link from the Coliseum BART station; and habitat restoration.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Comments on the Specific Plan:

- Event-based Transportation Demand Management (TDM) is critical to enabling the Coliseum City to develop at a much higher density. The Specific Plan proposes to encourage sports teams to provide ad hoc transit between the game venues and other transit stations (Policy 5-48). This policy should be strengthened beyond merely “encouraging” provision of such services. Further, many other TDM and parking strategies aside from shuttles/ad hoc transit should be considered in the context of events (e.g. setting aside parking for carpools, regional traveler information, operation/use of carpool lanes, valet bicycle parking, etc.). The Specific Plan mentions many such strategies elsewhere, but could be greatly strengthened by articulating which might be fruitful in an event context as well as what partners would be needed. The DEIR also offers some further details on event TDM (Mitigation Measure Trans-80), and this information should be reflected in the Specific Plan.

- The Specific Plan proposes a new streetcar line in the Coliseum City area. Any new proposals related to new transit lines and introduction of new transit technologies should be fully vetted with AC Transit and BART to ensure that services are complementary and to ensure that questions of who would fund and operate such services are addressed, as well as how intermodal connections are defined.
- The cost estimates included in Chapter 7 do not include any costs related to establishing the Transportation and Parking Management Agency. The cost of establishing and operating this entity should be reflected.
- The Specific Plan should define the strategy related to phasing of the build-out of the Coliseum City plan area and consider interim improvements or services that may be needed for a phased implementation. The Specific Plan notes that Sub-Area A should proceed first and that subsequent Sub-Areas should “allow for logical and cost-effective construction and extension of infrastructure.” One issue from a transportation perspective is that much of the Specific Plan area is on the west side of Interstate 880 while the Coliseum BART station is on the east side. While the Specific Plan calls for implementing improved bicycling and walking connections between the BART station and Sub-Areas B, C, D, and E, there may not be a sufficient level of development to support these significant infrastructure upgrades until the later stages of build-out. As such, the Specific Plan should consider whether strategies like shuttles or shorter-term improvements to existing connections across the freeway are needed, so that initial developments in Sub-Areas B, C, D, and E do not face a significant barrier to multi-modal access between the BART station and these Sub-Areas.

Comments on the DEIR:

- The DEIR assess impacts to operations on freeway and arterial segments of the Metropolitan Transportation System (MTS) network and notes that many such segments will operate at LOS F or see a decline in volume/capacity ratio of 0.03 or more in 2020 or 2035 (Impacts Trans-76 and Trans-78). The DEIR notes that the Specific Plan incorporates a number of measures to encourage walking, biking, and transit, including a TDM program, but claims that “the effectiveness of these policies and strategies on reducing the Project vehicle trip generation cannot be accurately estimated.” There is a wide ranging body of literature evaluating the effectiveness of different TDM measures under different circumstances (Note the 2013 Alameda County Congestion Management Program references many such studies in Appendix G1) that could be considered for this project. Further, because the Specific Plan will establish a TPMA which will monitor and adjust strategies over time, the DEIR should reconsider whether TDM measures provide sufficient mitigation for some segments, rather than dismissing congestion on arterials and freeways as significant and unavoidable.
- The DEIR assess transit travel time impacts for AC Transit routes 45, 73, and 98 which provide service within the Plan Area. The analysis shows that travel times for some routes would increase as much as 23 percent (e.g. 45 westbound in the PM peak). Such an increase is significant for passenger utility and will increase operating costs to provide bus transit service in the Plan area. As such, more specific ways to mitigate the increase should be identified. The DEIR discusses bus stop relocation and bus bulb outs very broadly; this analysis should be refined to identify specific intersections where such treatments are needed.
- The DEIR does not analyze impacts to transit travel time outside of the Plan area, despite the fact that the project will generate significant traffic coming to and from the Coliseum City area

Devan Reiff
October 16, 2014
Page 3

(and declares dozens of traffic circulation impacts outside the Plan area). The DEIR should explain the rationale for selecting only certain segments of certain routes for analysis.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Tess Lengyel". The signature is fluid and cursive, with the first name "Tess" and last name "Lengyel" clearly distinguishable.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014

ATTACHMENT D TO MARCH 31, 2015
SUPPLEMENTAL AGENDA REPORT

REVISED RESOLUTION

NEW LANGUAGE SHOWN IN UNDERLINE

FILED
OFFICE OF THE CITY
OAKLAND**OAKLAND CITY COUNCIL****DRAFT**

City Attorney

2015 MAR 26 **RESOLUTION No. _____ C.M.S.**

Introduced by Councilmember _____

A RESOLUTION, AS RECOMMENDED BY THE CITY PLANNING COMMISSION, A) CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND MAKING RELATED CEQA FINDINGS; AND B) ADOPTING THE COLISEUM AREA SPECIFIC PLAN AND RELATED GENERAL PLAN AMENDMENTS.

WHEREAS, in 1998, the Land Use and Transportation Element of the Oakland General Plan identified the Coliseum Area as a "Showcase District." The Coliseum Area Specific Plan (CASP) is intended to implement the General Plan vision for the Coliseum Area; and

WHEREAS, on March 6, 2012, the Oakland City Council adopted Resolution No. 83747 C.M.S. which authorized the City Administrator to enter into a Professional Services contract with Lamphier-Gregory to prepare a Specific Plan and Environmental Impact Report (EIR) for the area surrounding the Oakland-Alameda County Coliseum; and

WHEREAS, on April 19, 2013, a Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Coliseum Area Specific Plan (Coliseum Plan) was published; and

WHEREAS, two duly noticed Draft EIR scoping hearings were held, one before the Landmarks Preservation Advisory Board (LPAB) on May 13, 2013, and the second before the City Planning Commission on May 1, 2013, to receive comments on the scope and content of the Draft EIR for the Coliseum Plan; and

WHEREAS, a Notice of Availability/Notice of Release of a Draft EIR for the Coliseum Plan was issued on August 18, 2014, along with publication of Draft EIR itself on August 22, 2014, both of which were made available to the public/governmental agencies for review and comment; and

WHEREAS, two duly noticed public hearings on the Draft EIR for the Coliseum Plan were held, including: a LPAB public hearing on September 8, 2014 and a Oakland Planning Commission hearing on October 1, 2014; and

WHEREAS, as part of the public outreach effort for the Coliseum Plan, nine community and business owner workshops were held between April 24, 2014 and February 17, 2015, and numerous other presentations were made to various community groups and stakeholders. In addition, public informational hearings were held before the Planning Commission, the LPAB, the Port Board of Commissioners, the Oakland-Alameda County Coliseum Authority, and the Alameda County Airport Land Use Commission, among others; and

WHEREAS, the Coliseum Area Specific Plan (Coliseum Plan) includes: (a) amendments to the 1998 Land Use and Transportation Element (LUTE) of the Oakland General Plan; and (b) amendments to the 1999 Estuary Policy Plan of the Oakland General Plan to update the General Plan to accommodate compatible uses in the Coliseum area; and

WHEREAS, six new D-CO Coliseum Area District zones are proposed to replace the existing zoning in the Coliseum Plan Area to implement the Coliseum Plan, as well as related zoning changes throughout the Planning Code, and zoning “clean up” provisions which are timely and necessary for the continued implementation of the recently adopted West Oakland Specific Plan and Lake Merritt Station Area Plan; and

WHEREAS, between September 2014 and March 2015, the Draft Coliseum Area Specific Plan and Draft EIR, as well as the General Plan Amendments, Zoning Maps, and Draft Planning Code Amendments (Related Actions) were presented to the full Planning Commission and various advisory boards, including the Zoning Update Committee of the Planning Commission, the Landmarks Preservation Advisory Board, as well as the Bicyclist and Pedestrian Advisory Commission, and Parks and Recreation Advisory Commission, each of which provided comments unique to their topic area. At that time, a complete draft of the proposed new D-CO Coliseum Area District Zones Regulations (Chapter 17.101H) was first presented at the January 21, 2015 Zoning Update Committee public hearing; and

WHEREAS, on January 30, 2015, the City issued a Revised Final Draft Coliseum Area Specific Plan (Final Draft Plan), based on comments received to date at public meetings and community workshops; and

WHEREAS, on February 20, 2015, a Notice of Availability/Release of a Final EIR, and a Final EIR were published on February 20, 2015, both of which were made available for public review and comment; and

WHEREAS, two duly noticed public hearings were held before the Landmarks Preservation Advisory Board (LPAB) to consider the Final Draft Plan and EIR on February 9, 2015 and February 23, 2015, and the LPAB recommended revisions to the Cultural and Historic Resources mitigation measures in the Draft EIR be made by staff and reviewed by the LPAB, prior to adoption by the Planning Commission; and

WHEREAS, duly noticed public hearings were held before the City Planning Commission on February 4, 2015 and March 4, 2015 to consider the Final Draft Plan and EIR, and at the March 4, 2015 Commission hearing, the Planning Commission elected to continue the item for a vote at a special meeting on March 11, 2015; and

WHEREAS, on March 11, 2015, the City Planning Commission, after conducting and closing the public hearing, recommended that the City Council (a) adopt the required California Environmental Quality Act (CEQA) findings, certify the EIR, reject alternatives as infeasible, and adopt a Statement of Overriding Considerations; (b) adopt the Coliseum Area Specific Plan's Standard Conditions of Approval and Mitigation Monitoring Program (SCAMMRP); (c) adopt, as revised at the Planning Commission, the Coliseum Area Specific Plan and General Plan and Planning Code Amendments and EIR mitigations, based, in part, upon the Coliseum Plan Adoption Findings; and (d) authorize staff to make minor ongoing revisions and to make non-substantive, technical conforming edits to the Planning Code that may have been overlooked in deleting old sections and cross-referencing new sections to the new Coliseum Area District Zones (which are essentially correction of typographical and/or clerical errors); and

WHEREAS, on March 18, 2015, the Alameda County Airport Land Use Commission held a public hearing to discuss the Coliseum Area Specific Plan and EIR; and

WHEREAS, the Coliseum Area Specific Plan, General Plan and Planning Code Amendments and EIR were considered at a regular, duly noticed, meeting of the Community and Economic Development (CED) Committee of the City Council on March 24, 2015, and the CED Committee recommended adoption of the Coliseum Plan and Related Actions;

WHEREAS, the Coliseum Plan, Related Actions and EIR were considered at a regular, duly noticed, public hearing of the City Council on March 31, 2015; now, therefore be it

RESOLVED, that the City Council, as the final decision-making body for the lead agency, has independently reviewed, considered and analyzed the Coliseum Area Specific Plan EIR and the CEQA findings recommended by the City Planning Commission; and be it

FURTHER RESOLVED, that the City Council, as the final decision-making body for the lead agency, hereby confirms, adopts and incorporates by reference into this Resolution (as if fully set forth herein) all the CEQA findings set forth in Attachment A to the March 24, 2015 CED Committee agenda report and further revised in the March 31, 2015 City Council Supplemental Report, and certifies that EIR has been prepared in accordance with CEQA, prior to taking action in approving the Coliseum Plan; and be it

FURTHER RESOLVED, that the City Council adopts and incorporates by reference into this Resolution (as if fully set forth herein), as conditions of approval of the Coliseum Area Specific Plan, the Standard Conditions of Approval and Mitigation Monitoring Program (SCAMMRP) set forth in Attachment H to the March 24, 2015 CED Committee agenda report; and be it

FURTHER RESOLVED, that the City Council, hereby adopts the Coliseum Area Specific Plan and Related Actions, based, in part, upon the Coliseum Plan Adoption Findings (incorporated by reference into this Resolution as if fully set forth herein) set forth in Attachment I to the March 24, 2015 CED Committee agenda report, and further finds and determines that the public safety, health, convenience, comfort, prosperity and general welfare will be furthered by the adoption of the Coliseum Area Specific Plan; and be it

FURTHER RESOLVED, that the City Council hereby adopts the General Plan amendments as detailed in *Exhibit A* and *Exhibit B*, attached hereto and hereby incorporated by reference, based, in part, upon the Coliseum Plan Adoption Findings (incorporated by reference into this Resolution as if fully set forth herein); and further finds and determines that the public safety, health, convenience, comfort, prosperity and general welfare will be furthered by the adoption of these amendments; and be it

FURTHER RESOLVED, that the City Council hereby authorizes the City Administrator or designee to make (1) minor ongoing revisions to the Coliseum Area District Zones for the Coliseum Area Specific Plan, consistent with the Coliseum Plan, General Plan and Oakland Planning Code, but with major revisions to be made by the Planning Commission; (2) ongoing revisions to Table 7.5 in Chapter 7 of the Coliseum Plan (“Action Plan”) and non-substantive, technical conforming changes (essentially correction of typographical and clerical errors and minor clarifications) to the Coliseum Area Specific Plan prior to formal publication, without returning to the City Council or City Planning Commission; and be it

FURTHER RESOLVED, that nothing in this Resolution shall be interpreted or applied so as to create any requirement, power, or duty in conflict with any federal or state law; and be it

FURTHER RESOLVED, that the provisions of this Resolution are severable. If a court of competent jurisdiction determines that a word, phrase, clause, sentence, paragraph, subsection, section, Chapter or other provision is invalid, or that the application of any part of the provision to any person or circumstance is invalid, the remaining provisions of this Resolution (that can be given effect without the invalid provision or application), and the application of those provisions to other persons or circumstances are not affected by that decision. The City Council declares that the City Council would have adopted this resolution irrespective of the invalidity of any particular portion of this Resolution; and be it

FURTHER RESOLVED, that the Environmental Review Officer, or designee, is directed to cause to be filed a Notice of Determination with the appropriate agencies; and be it

FURTHER RESOLVED, that the City Council authorizes the Planning Director, or his or her designee, to revise graphics in the Coliseum Area Specific Plan, as necessary to illustrate the sports and entertainment district is to be focused on the Coliseum site; and be it

FURTHER RESOLVED, that the record before this Council relating to these actions include, without limitation, the following:

1. The Coliseum Area Specific Plan, General Plan and Planning Code Amendments including all accompanying maps, papers and appendices;
2. All final staff reports, final decision letters, and other final documentation and information produced by or on behalf of the City, including, without limitation, the Environmental Impact Report and supporting technical studies and appendices, and all related/supporting final materials, and all final notices relating to the Coliseum Area Specific Plan and attendant hearings;

3. All oral and written evidence received by the Landmarks Preservation Advisory Board (LPAB), City Planning Commission, and City Council during the public hearings on the Coliseum Area Specific Plan; and all written evidence received by the relevant City staff before and during the public hearings on the Coliseum Plan;

4. All matters of common knowledge and all official enactments and acts of the City, such as: (a) the General Plan; (b) Oakland Municipal Code, including, without limitation, the Oakland real estate regulations and Oakland Fire Code; (c) Oakland Planning Code; (d) other applicable City policies and regulations; and (e) all applicable state and federal laws, rules and regulations; and be it

FURTHER RESOLVED, that it is the intent of City Council that future adopted Citywide Impact Fees would apply to development in the Coliseum Area, if the City Council so directs; and be it

FURTHER RESOLVED, that, should environmental and traffic analyses warrant, the City may require the installation of street improvements and traffic calming measures as a condition of project approval; and be it

FURTHER RESOLVED, that the custodians and locations of the documents or other materials which constitute the record of proceedings upon which the City Council's decision is based, are respectively: (a) Planning and Building Department – Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California; and (b) Office of the City Clerk, One Frank H. Ogawa Plaza, 1st Floor, Oakland California; and be it

FURTHER RESOLVED, that the recitals contained in this resolution are true and correct and are an integral part of the City Council's decision.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL-WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, and PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

ATTACHMENT E TO MARCH 31, 2015
SUPPLEMENTAL AGENDA REPORT

EXHIBIT B TO ORDINANCE

REVISED ZONING TEXT FOR D-CO ZONES;
CHANGES MADE SINCE 3/24/15

NEW LANGUAGE SHOWN IN GREY HIGHLIGHT

2015 MAR 26 PM 2:42
Title 17 PLANNING

Chapters:

Chapter 17.101H - D-CO COLISEUM AREA DISTRICT ZONES REGULATIONS

Chapter 17.101H D-CO COLISEUM AREA DISTRICT ZONES REGULATIONS

Sections:

17.101H.010 Title, intent, and description.

17.101H.020 Required design review.

17.101H.030 Permitted and conditionally permitted activities.

17.101H.040 Permitted and conditionally permitted facilities.

17.101H.050 Property development standards.

17.101H.060 Special regulations applying to mixed-use developments on Bay Area Rapid Transit (BART) stations on sites with one (1) acre or more land area.

17.101H.070 Use permit criteria in the D-CO-1 Zone.

17.101H.080 Special regulations for large scale developments.

17.101H.090 Special regulations for Mini-lot and Planned Unit Developments.

17.101H.095 Compliance with Oakland Airport Land Use Compatibility Plan

17.101H.100 Other zoning provisions.

17.101H.010 Title, intent, and description.

A. Title and Intent. The provisions of this chapter shall be known as the D-CO Coliseum Area District Zones Regulations. The intent of the D-CO Zones is to:

1. Implement the Coliseum Area Specific Plan (CASP) in the Coliseum Plan Area;
2. Support retention of Oakland's professional sports teams, and the economic benefit of the sports teams and their facilities for the City of Oakland and Alameda County;
3. Allow for the consideration of residential, commercial, and mixed-use developments at high densities in designated locations in the Coliseum Plan Area;
4. Encourage the creation of a regionally significant jobs and employment center in the Coliseum Plan Area that builds on the area's prime transit-oriented and airport-adjacent location;
5. Establish development standards that allow a broad mix of uses to compatibly co-exist;

EXHIBIT B to ORDINANCE: REVISED FOR MARCH 31, 2015 COUNCIL HEARING

6. Provide convenient access to public open space and the waterfront;
7. Improve access to the Coliseum Plan area's creeks, channels, and bay frontage, and provide recreational opportunities along these waterways;
8. Encourage quality and variety in building and landscape design, as well as compatibility in use and form; and
9. Encourage development that is respectful of the environmental qualities that the Coliseum Plan area has to offer.

B. Description of Zones. This Chapter establishes land use regulations for the following six (6) zones:

1. **D-CO-1 Coliseum Area Transit Oriented Development District Zone-1 (Coliseum BART/ San Leandro Street).** The D-CO-1 Zone is intended to create, preserve and enhance areas devoted primarily to serve multiple nodes of transportation and to feature high-density residential, commercial, and mixed-use developments, to encourage a balance of pedestrian-oriented activities, transit opportunities, and concentrated development; and encourage a safe and pleasant pedestrian environment near transit stations by allowing a mixture of residential, civic, commercial, and light industrial activities.
2. **D-CO-2 Coliseum Area Commercial District Zone-2 (Coliseum District).** The D-CO-2 Zone is intended to create, maintain and enhance areas that allow a broad mixture of residential, retail, commercial, office, and light industrial uses, and serve as region-drawing centers of sports, entertainment, and business activities.
3. **D-CO-3 Coliseum Area Commercial District Zone-3 (Oakport South / Hegenberger Road).** The D-CO-3 Zone is intended to create, maintain and enhance areas suitable for a wide variety of retail, commercial, and industrial operations along the Oakport Street and Hegenberger Road corridors, and in region-drawing centers of commercial, and light industrial activities.
4. **D-CO-4 Coliseum Area Commercial District Zone-4 (Edgewater North / Waterfront).** The D-CO-4 Zone is intended to create, maintain and enhance a mix of activities on or near the Northwest Edgewater Drive waterfront. This zone allows for the consideration of housing, if shown to be compatible in an area with a strong presence of commercial and industrial activities.
5. **D-CO-5 Coliseum Area Commercial Industrial Mix District Zone-5 (Edgewater South / Pardee Drive).** The D-CO-5 Zone is intended to create, preserve, and enhance areas near Pardee Drive and within the southern portion of the Airport Business Park that are appropriate for a wide variety of office, commercial, industrial, and logistics activities.
6. **D-CO-6 Coliseum Area Commercial Industrial Mix District Zone-6 (Oakport North).** The D-CO-6 Zone is intended to apply to commercial, industrial and institutional areas with strong locational advantages that make possible the attraction of higher intensity commercial and light industrial land uses and development types.

17.101H.020 Required design review.

- A. Except for projects that are exempt from design review as set forth in Section 17.136.025, no Building Facility, Designated Historic Property, Potentially Designated Historic Property, Telecommunications Facility, Sign, or other associated structure shall be constructed.

EXHIBIT B to ORDINANCE: REVISED FOR MARCH 31, 2015 COUNCIL HEARING

established, or altered in exterior appearance, unless plans for the proposal have been approved pursuant to the design review procedure in Chapter 17.136, and when applicable, the Telecommunications regulations in Chapter 17.128, or the Sign regulations in Chapter 17.104. Properties located within the Land Use Jurisdiction of the Port of Oakland, as amended, are subject to the Port's Land Use and Development Code, which supersedes the Oakland Planning Code in areas of the Port's jurisdiction.

- B. In addition to the design review criteria listed in Chapter 17.136, conformance with the design review guidelines in the Coliseum Area Specific Plan is required for any proposal in the D-CO zones subject to the design review procedure in Chapter 17.136.
- C. Where there is a conflict between the design review criteria contained in Chapter 17.136 and the design review guidelines contained in the Coliseum Area Specific Plan, the design objectives in the Coliseum Area Specific Plan shall prevail.

17.101H.030 Permitted and conditionally permitted activities.

Table 17.101H.01 lists the permitted, conditionally permitted, and prohibited activities in the D-CO zones. The descriptions of these activities are contained in Chapter 17.10. Section 17.10.040 contains permitted accessory activities.

"P" designates permitted activities in the corresponding zone.

"C" designates activities that are permitted only upon the granting of a Conditional Use permit (CUP) in the corresponding zone (see Chapter 17.134 for the CUP procedure).

"L" designates activities subject to certain limitations or notes listed at the bottom of the table.

"—" designates activities that are prohibited except as accessory activities according to the regulations contained in Section 17.10.040.

Table 17.101H.01: Permitted and Conditionally Permitted Activities

<u>Activities</u>	<u>Zones</u>						<u>Additional Regulations</u>
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Residential Activities</u>							
<u>Permanent</u>	<u>P(L1)</u>	<u>P(L1)</u>	<u>=</u>	<u>C(L1)(L4)</u>	<u>=</u>	<u>=</u>	
<u>Residential Care</u>	<u>C(L1)</u>	<u>C(L1)</u>	<u>=</u>	<u>C(L1)</u>	<u>=</u>	<u>=</u>	<u>17.103.010</u>

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<u>Activities</u>	<u>Zones</u>						<u>Additional Regulations</u>
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Service-Enriched Permanent Housing</u>	<u>C(L1)</u>	<u>C(L1)</u>	<u>=</u>	<u>C(L1)</u>	<u>=</u>	<u>=</u>	<u>17.103.010</u>
<u>Transitional Housing</u>	<u>C(L1)</u>	<u>C(L1)</u>	<u>=</u>	<u>C(L1)</u>	<u>=</u>	<u>=</u>	<u>17.103.010</u>
<u>Emergency Shelter</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>17.103.010</u>
<u>Semi-Transient</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>17.103.010</u>
<u>Bed and Breakfast</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>17.10.125</u>
<u>Civic Activities</u>							
<u>Essential Service</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Limited Child-Care Activities</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C(L6)</u>	<u>=</u>	<u>=</u>	
<u>Community Assembly</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>Recreational Assembly</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C</u>	
<u>Community Education</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>C</u>	
<u>Nonassembly Cultural</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C</u>	
<u>Administrative</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C</u>	
<u>Health Care</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>=</u>	
<u>Special Health Care</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Utility and Vehicular</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	

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<u>Activities</u>	<u>Zones</u>						<u>Additional Regulations</u>
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Extensive Impact</u>	<u>C</u>	<u>C</u>	<u>C(L5)</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>Commercial Activities</u>							
<u>General Food Sales</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P(L2)</u>	<u>P(L2)</u>	<u>P(L2)</u>	
<u>Full Service Restaurants</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P(L2)</u>	<u>P(L2)</u>	<u>P(L2)</u>	
<u>Limited Service Restaurant and Cafe</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P(L2)</u>	<u>P(L2)</u>	<u>P(L2)</u>	
<u>Fast-Food Restaurant</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>17.103.030 and 8.09</u>
<u>Convenience Market</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>C</u>	<u>17.103.030</u>
<u>Alcoholic Beverage Sales</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>=</u>	<u>17.103.030 and 17.114.030</u>
<u>Mechanical or Electronic Games</u>	<u>C</u>	<u>P</u>	<u>C(L6)</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Medical Service</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>General Retail Sales</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C(L10)</u>	<u>P</u>	
<u>Large-Scale Combined Retail and Grocery Sales</u>	<u>=</u>	<u>C</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Consumer Service</u>	<u>P(L8)</u>	<u>P(L8)</u>	<u>P(L8)</u>	<u>P(L8)</u>	<u>C</u>	<u>C</u>	<u>17.102.170 and 17.102.450</u>

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<u>Activities</u>	<u>Zones</u>						<u>Additional Regulations</u>
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Consultative and Financial Service</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>=</u>	<u>=</u>	
<u>Check Cashier and Check Cashing</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>17.103.040</u>
<u>Consumer Cleaning and Repair Service</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>=</u>	<u>=</u>	
<u>Consumer Dry Cleaning Plant</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>=</u>	
<u>Group Assembly</u>	<u>P(L14)</u>	<u>P(L14)</u>	<u>C(L14)</u>	<u>C(L14)</u>	<u>C(L14)</u>	<u>C(L14)</u>	
<u>Personal Instruction and Improvement Services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>Administrative</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Business, Communication, and Media Services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Broadcasting and Recording Services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Research Service</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>General Wholesale Sales</u>	<u>P(L2)</u>	<u>P(L2)</u>	<u>P(L3)</u>	<u>P(L2)</u>	<u>P</u>	<u>P(L2)</u>	
<u>Transient Habitation (Hotels)</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>C</u>	<u>17.103.050</u>
<u>Building Material Sales</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>C</u>	<u>=</u>	

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<u>Activities</u>	<u>Zones</u>						<u>Additional Regulations</u>
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Automobile and Other Light Vehicle Sales and Rental</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>=</u>	<u>C</u>	
<u>Automobile and Other Light Vehicle Gas Station and Servicing</u>	<u>=</u>	<u>=</u>	<u>C(L11)</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Automobile and Other Light Vehicle Repair and Cleaning</u>	<u>=</u>	<u>=</u>	<u>C(L11)</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Taxi and Light Fleet-Based Services</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Automotive Fee Parking</u>	<u>C</u>	<u>C</u>	<u>C(L11)(L15)</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>Animal Boarding</u>	<u>=</u>	<u>=</u>	<u>C(L11)(L13)</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Animal Care</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Undertaking Service</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Industrial Activities</u>							
<u>Custom Manufacturing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>17.120</u>
<u>Light Manufacturing</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P(L3)</u>	<u>P</u>	<u>P</u>	<u>17.120</u>
<u>General Manufacturing</u>	<u>=</u>	<u>=</u>		<u>=</u>	<u>C(L11)(L13)</u>	<u>=</u>	
<u>Heavy/High Impact</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	

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<u>Activities</u>	<u>Zones</u>						<u>Additional Regulations</u>
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Research and Development</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Construction Operations</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>C</u>	<u>=</u>	
<u>Warehousing, Storage, and Distribution-Related:</u>							
<u>A. General Warehousing, Storage and Distribution</u>	<u>=</u>	<u>P(L3)(L9)</u>	<u>P(L9)</u>	<u>P(L3)(L9)</u>	<u>P(L9)</u>	<u>P(L9)</u>	
<u>B. General Outdoor Storage</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>C(L11)(L13)</u>	<u>C(L13)</u>	
<u>C. Self- or Mini Storage</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>C(L11)</u>	<u>=</u>	
<u>D. Container Storage</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>E. Salvage/Junk Yards</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Regional Freight Transportation-Related:</u>							
<u>A. Seaport</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>B. Rail Yard</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	
<u>Trucking and Truck-Related:</u>							
<u>A. Freight/Truck Terminal</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>C(L7)</u>	<u>=</u>	
<u>B. Truck Yard</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>C(L7)</u>	<u>=</u>	
<u>C. Truck Weigh Stations</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>C(L7)</u>	<u>=</u>	

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Activities	Zones						Additional Regulations
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>D. Truck & Other Heavy Vehicle Sales, Rental & Leasing</u>	=	=	=	=	C(L7)	=	
<u>E. Truck & Other Heavy Vehicle Service, Repair, and Refueling</u>	=	=	=	=	C(L7)	=	
<u>Recycling and Waste-Related:</u>							
<u>A. Satellite Recycling Collection Centers</u>	=	=	=	=	=	=	
<u>B. Primary Recycling Collection Centers</u>	=	=	=	=	=	=	<u>17.73.035</u>
<u>Hazardous Materials Production, Storage, and Waste Management-Related:</u>							
<u>A. Small Scale Transfer and Storage</u>	=	=	=	=	=	=	
<u>B. Industrial Transfer/Storage</u>	=	=	=	=	=	=	
<u>C. Residuals Repositories</u>	=	=	=	=	=	=	
<u>D. Oil and Gas Storage</u>	=	=	=	=	=	=	
<u>Agriculture and Extractive Activities</u>							
<u>Limited Agriculture</u>	<u>P(L16)</u>	<u>P(L16)</u>	<u>P(L16)</u>	<u>P(L16)</u>	<u>P(L16)</u>	<u>P(L16)</u>	
<u>Extensive Agriculture</u>	<u>C(L17)</u>	<u>C(L17)</u>	<u>C(L17)</u>	<u>C(L17)</u>	<u>C(L17)</u>	<u>C(L17)</u>	

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Activities	Zones						Additional Regulations
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Plant Nursery</u>	=	C	C	C	C(L12)	C(L12)	
<u>Mining and Quarrying</u>	=	=	=	=	=	=	
<u>Accessory off-street parking serving prohibited activities</u>	C	C	C	C	C	C	<u>17.116.175</u>
<u>Additional activities that are permitted or conditionally permitted in an adjacent zone, on lots near the boundary thereof.</u>	C	C	C	C	C	C	<u>17.102.110</u>

Limitations on Table 17.101H.01:

L1. No Residential Care, Service-Enriched Permanent Housing, Transitional Housing, or Emergency Shelter Residential Activity shall be located closer than three hundred (300) feet from any other such activity. See Section 17.103.010 for other regulations regarding these activities.

L2. The total floor area devoted to these activities by a single establishment shall only exceed ten thousand (10,000) square feet upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure).

L3. The total floor area devoted to these activities by a single establishment shall only exceed twenty-five thousand (25,000) square feet upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure).

L4. This activity is only permitted upon determination that the proposal conforms to the general use permit criteria set forth in the Conditional Use Permit procedure in Chapter 17.134, and to all of the following additional use permit criteria:

1. That the project is designed in a way that minimizes the potential health impacts of locating a residential use near the surrounding activities;
2. That new development will meet residential environmental safety standards;
3. That the design of the development accounts for the projected rise in sea levels and the potential for inundation by the Bay and other flood waters in a manner that protects both human infrastructure as well as the natural aquatic resources of San Leandro Bay;

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4. That avigation easements for the Oakland International Airport will be negotiated with future owners or tenants, and deed disclosures about proximity to Airport operations will be made; and

5. That measures that minimize adverse impacts to the surrounding activities have been incorporated into the project.

L5. The Extensive Impact Civic Activity category includes, but is not limited to, stadiums and sports arenas (see Section 17.10.240.Q). In the D-CO-3 Zone, stadiums and sports arenas are only allowed in the area between Damon Slough and Elmhurst Creek.

L6. Conditionally permitted if located in the D-CO-3 or D-CO-4 Zones between Damon Slough and Elmhurst Creek; prohibited if located elsewhere in the D-CO-3 or D-CO-4 Zones (see Chapter 17.134 for the CUP procedure).

L7. In the D-CO-5 Zone, these activities are only allowed in the area between San Leandro Creek and Doolittle Drive.

L8. See Section 17.102.170 for special regulations relating to massage services and Section 17.102.450 for special regulations related to Laundromats.

L9. Not including accessory activities, this activity shall take place entirely within an enclosed building. Other outdoor activities shall only be permitted upon the granting of a conditional use permit (see Chapter 17.134 for the CUP procedure).

L10. Permitted outright if located within five hundred (500) feet of Highway 880 or Hegenberger Road; conditionally permitted if located elsewhere (see Chapter 17.134 for the CUP procedure).

L11. These activities are not permitted within three hundred (300) feet of a lot line adjacent to the Hegenberger Road right-of-way.

L12. This activity is only permitted upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure) and that all repair and servicing is performed in an enclosed building.

L13. Any Outdoor Storage activities to be located within three hundred (300) feet of: a) the Oakport Street right-of-way; b) the Estuary or Bay shoreline; c) the Damon Slough, Elmhurst Creek, East Creek Slough, or San Leandro Creek top of bank; or d) any Open Space zone shall only be permitted upon determination that the proposal conforms to the general use permit criteria set forth in the Conditional Use Permit procedure in Chapter 17.134, and to all of the following additional use permit criteria:

1. The activity is screened in a manner as determined by the Planning Director, including but not limited to, buffer planting installed along the site exterior; and

2. The proposal will not adversely affect the livability or appropriate development of abutting properties and the surrounding district in terms of noise, water and pollutant runoff, heavy equipment operation, hours of operation, odor, security, and vehicular traffic.

L14. No new or expanded adult entertainment activity shall be located closer than one thousand (1,000) feet to the boundary of any Residential zone or three hundred (300) feet from

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any other adult entertainment activity. See Section 17.102.160 for further regulations regarding adult entertainment activities.

L15. Existing fee parking lots within three hundred (300) feet of a lot line adjacent to the Hegenberger Road right-of-way may be reconfigured to increase the number of parking spaces and make more efficient use of the existing parking area. Expansion of existing facilities to include structured parking or expanding the size of the parcel with the parking constitutes an expansion of a nonconforming use and is not permitted.

L16. Limited Agriculture is permitted outright if the activity occupies less than one (1) acre of land area and any sales area is less than one thousand (1,000) square feet; conditionally permitted if the activity is larger in either land or sales area (see Chapter 17.134 for the CUP procedure).

L17. Extensive Agriculture is only permitted upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure). In addition to the criteria contained in Section 17.134.050, this activity must meet the following use permit criteria:

1. The proposal will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood in terms of noise, water and pesticide runoff, farming equipment operation, hours of operation, odor, security, and vehicular traffic.

17.101H.040 Permitted and conditionally permitted facilities.

Table 17.101H.02 lists the permitted, conditionally permitted, and prohibited facilities in the D-CO zones. The descriptions of these facilities are contained in Chapter 17.10.

"P" designates permitted facilities in the corresponding zone.

"C" designates facilities that are permitted only upon the granting of a Conditional Use Permit (CUP) in the corresponding zone (see Chapter 17.134 for the CUP procedure).

"L" designates facilities subject to certain limitations listed at the bottom of the Table.

"—" designates facilities that are prohibited.

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Table 17.101H.02: Permitted and Conditionally Permitted Facilities

Facilities	Zones						Additional Regulations
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Residential Facilities</u>							
<u>One-Family Dwelling</u>	=	=	=	=	=	=	
<u>One-Family Dwelling with Secondary Unit</u>	=	=	=	=	=	=	<u>17.103.080</u>
<u>Two-Family Dwelling</u>	P	P	=	C	=	=	
<u>Multifamily Dwelling</u>	P	P	=	C	=	=	
<u>Rooming House</u>	=	=	=	=	=	=	
<u>Mobile Home</u>	=	=	=	=	=	=	
<u>Nonresidential Facilities</u>							
<u>Enclosed Nonresidential</u>	P	P	P	P	P	P	
<u>Open Nonresidential</u>	<u>C(L1)</u>	P	P	<u>C(L1)</u>	P	P	
<u>Sidewalk Cafe</u>	P	P	P	P	C	C	<u>17.103.090</u>
<u>Drive-In</u>	=	C	C	=	=	=	
<u>Drive-Through</u>	=	<u>C(L2)</u>	<u>C(L2)</u>	=	=	=	<u>17.103.100</u>
<u>Telecommunications Facilities</u>							
<u>Micro Telecommunications</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>17.128</u>
<u>Mini Telecommunications</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>P(L3)</u>	<u>17.128</u>

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Facilities	Zones						Additional Regulations
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Macro Telecommunications</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>17.128</u>
<u>Monopole Telecommunications</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>17.128</u>
<u>Tower Telecommunications</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>17.128</u>
<u>Sign Facilities</u>							
<u>Residential Signs</u>	<u>P</u>	<u>P</u>	<u>=</u>	<u>P</u>	<u>=</u>	<u>=</u>	<u>17.104</u>
<u>Special Signs</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>17.104</u>
<u>Development Signs</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>17.104</u>
<u>Realty Signs</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>17.104</u>
<u>Civic Signs</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>17.104</u>
<u>Business Signs</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>17.104</u>
<u>Advertising Signs</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>17.104</u>

Limitations on Table 17.101H.02:

L1. Open Nonresidential Facilities accommodating activities other than Civic Activities, Limited Agriculture, seasonal sales, or special events are only permitted upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure).

L2. No new or expanded Fast-Food Restaurants with Drive-Through Nonresidential Facilities shall be located closer than three hundred (300) feet of a lot line adjacent to the Hegenberger Road or Oakport Street right-of-way, or five hundred (500) feet of an elementary school, park, or playground. See Sections 17.103.030 and 17.103.100 for further regulations regarding Drive-Through Nonresidential Facilities.

L3. See Section 17.128.025 for restrictions on Telecommunication Facilities near Residential Zones.

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17.101H.050 Property development standards.

Zone Specific Standards. Table 17.101H.03 below prescribes development standards specific to individual zones. The number designations in the "Additional Regulations" column refer to the regulations listed at the end of the Table. "N/A" designates the regulation is not applicable to that zone.

Table 17.101H.03 Property Development Standards

Development Standards	Zones						Additional Regulations
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Minimum Lot Dimensions</u>							
<u>Width mean</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>1</u>
<u>Frontage</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>25 ft.</u>	<u>1</u>
<u>Lot area</u>	<u>4,000 sf.</u>	<u>5,000 sf.</u>	<u>5,000 sf.</u>	<u>5,000 sf.</u>	<u>10,000 sf.</u>	<u>10,000 sf.</u>	<u>1</u>
<u>Minimum/Maximum Setbacks</u>							
<u>Minimum front</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0/10 ft.</u>	<u>0 ft.</u>	<u>10 ft.</u>	<u>0 ft.</u>	<u>2</u>
<u>Minimum interior side</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>2</u>
<u>Minimum street side of a corner lot</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>2</u>
<u>Rear (residential facilities)</u>	<u>10 ft.</u>	<u>10 ft.</u>	<u>N/A</u>	<u>10 ft.</u>	<u>N/A</u>	<u>N/A</u>	<u>2, 3</u>
<u>Rear (nonresidential facilities)</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>0 ft.</u>	<u>3</u>

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<u>Development Standards</u>	<u>Zones</u>						<u>Additional Regulations</u>
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Height Regulations</u>							
<u>Maximum height allowed by right</u>	<u>159 ft.</u>	<u>159 ft.</u>	<u>159 ft.</u>	<u>85 ft.</u>	<u>85 ft.</u>	<u>85 ft.</u>	<u>4, 5, 6</u> <u>Additional height above the maximum by right of 159 feet may be allowed in D-CO-1, 2, and 3, pursuant to the additional regulations in this Table</u>
<u>Fence heights & other regulations</u>	<u>See Chapter 17.108.140 for fences, dense hedges, barriers, & free standing walls.</u>						
<u>Maximum fence height adjacent to Open Space zones</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>8 ft.</u>	
<u>Maximum Residential Density (square feet of lot area required per dwelling unit)</u>							
<u>Regular Units</u>	<u>130</u>	<u>130</u>	<u>N/A</u>	<u>260</u>	<u>N/A</u>	<u>N/A</u>	
<u>Rooming Units</u>	<u>65</u>	<u>65</u>	<u>N/A</u>	<u>130</u>	<u>N/A</u>	<u>N/A</u>	
<u>Maximum Nonresidential Intensity (Floor Area Ratio)</u>							
<u>Maximum Nonresidential Floor Area Ratio (FAR)</u>	<u>8.0</u>	<u>8.0</u>	<u>6.0</u>	<u>5.0</u>	<u>4.0</u>	<u>4.0</u>	

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<u>Development Standards</u>	<u>Zones</u>						<u>Additional Regulations</u>
	<u>D-CO-1</u>	<u>D-CO-2</u>	<u>D-CO-3</u>	<u>D-CO-4</u>	<u>D-CO-5</u>	<u>D-CO-6</u>	
<u>Minimum Usable Open Space</u>							
<u>Usable Open Space per Regular Dwelling Unit</u>	<u>75 sf.</u>	<u>75 sf.</u>	<u>N/A</u>	<u>100 sf.</u>	<u>N/A</u>	<u>N/A</u>	
<u>Usable open space per Rooming Unit</u>	<u>38 sf.</u>	<u>38 sf.</u>	<u>N/A</u>	<u>50 sf.</u>	<u>N/A</u>	<u>N/A</u>	
<u>Minimum Parking and Loading Requirements</u>	<u>See Chapter 17.116 for loading and automobile parking; and Chapter 17.117 for bicycle parking</u>						
<u>Minimum Required Parking</u>	<u>See Chapter 17.116 for automobile parking and Chapter 17.117 for bicycle parking</u>						
<u>Courtyard Regulations</u>	<u>See Sec. 17.108.120</u>	<u>See Sec. 17.108.120</u>	<u>N/A</u>	<u>See Sec. 17.108.120</u>	<u>N/A</u>	<u>N/A</u>	
<u>Landscaping Regulations</u>							
<u>Site landscaping (% of entire lot area)</u>	<u>See Chs.17.110 and 17.124</u>	<u>See Chs.17.110 and 17.124</u>	<u>5%</u>	<u>See Chs.17.110 and 17.124</u>	<u>5%</u>	<u>5%</u>	<u>7, 8, 9</u>
<u>Parking lot landscaping (% of parking lot area)</u>	<u>See Chs.17.110 and 17.124</u>	<u>See Chs.17.110 and 17.124</u>	<u>10%</u>	<u>See Chs.17.110 and 17.124</u>	<u>10%</u>	<u>10%</u>	<u>7, 8</u>

Additional Regulations for Table 17.101H.03:

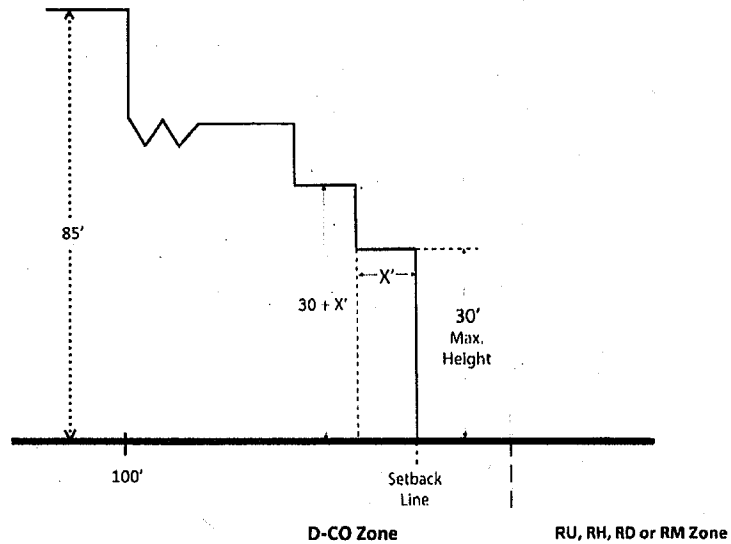
1. See Section 17.106.010 and 17.106.020 for exceptions to lot area, width mean, and street frontage regulations.
2. In the D-CO-3 Zone, a minimum front yard setback area of ten (10) feet shall apply to frontages adjacent to the Hegenberger Road and Oakport Street right-of-way, except for retail and similar facilities oriented toward pedestrian activity. This minimum front yard in the D-CO-3 Zone, where applicable, shall be developed as open landscaped areas, including but not limited to lawn, ground cover, shrubs, trees, and decorative paving materials, subject to the standards for required landscaping and screening in Chapter 17.124. In the D-CO-1, D-CO-2, and D-CO-4 Zones, see Section 17.108.080 for the required interior side and rear yard setbacks on a lot containing two (2) or more living units and opposite a legally required living room window.
3. In the D-CO-1, D-CO-2, and D-CO-4 Zones, wherever a rear lot line abuts an alley, one-half (½) of the right-of-way width of the alley may be counted toward the required minimum rear setback; provided, however, that the portion of the minimum rear setback actually on the lot itself shall not be so reduced to less than ten (10) feet. Also, see Section 17.108.130 for allowed projections into setbacks.
4. The height of all structures shall be subject to Federal Aviation Administration (FAA) regulations.
5. The maximum by-right height of 159 feet above mean sea level, or otherwise exceed the applicable Federal Aviation Regulations (FAR) Part 77 surfaces of the Oakland International Airport Land Use Compatibility Plan may only be exceeded in the following situation:

 - a) The proposed structure has been reviewed by the FAA in accordance with FAR Part 77 and the City receives:

 - i) An FAA finding that the structure is "No Hazard To Air Navigation" and would not result in the FAA altering, curtailing, limiting, or restricting flight operations in any manner; and an Alameda County Airport Land Use Commission (ALUC) determination that the proposed structure is consistent with the Oakland International Airport Land Use Compatibility Plan (ALUCP); and
 - ii) Agreement from the applicant to mark and light that structure in a manner consistent with FAA standards; and
 - b) The additional height has received approval pursuant to the City's conditional use permit procedure (see Chapter 17.134).
6. Buildings shall have an eighty-five (85) foot maximum height when located within one hundred (100 feet) of any lot line that abuts a lot in a RH, RD, RM, RU, or S-15 zone. In addition, buildings shall have a thirty (30) foot maximum height at the setback line associated with any rear or interior side lot line that abut a lot in a RH, RD, RM, or RU zone; this maximum height shall increase one foot for every foot of distance away from this setback line (see Illustration for Table 17.101H.03 [Additional Regulation 6], below). Also, see Section 17.108.030 for allowed projections above height limits and Section 17.108.020 for increased height limits for civic buildings.

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**Illustration for Table 17.101H.03 [Additional Regulation 6]
*for illustration purposes only**



7. All projects which involve the construction of a new Nonresidential Facility, or the addition to an existing Nonresidential Facility of over one thousand (1,000) square feet, shall comply with the landscape requirements in this chapter and in Chapter 17.124. Landscaping shall consist of pervious surface with lawn, ground cover, shrubs, permeable paving materials, and/or trees and which is irrigated and maintained. See Chapter 17.124 and Section 17.124.025 for other Landscaping and Screening Standards.

8. Parking Lot Landscaping applies only to lots associated with new construction of more than ten thousand (10,000) square feet of floor area. Shade trees shall be provided at a ratio of one (1) tree for every ten (10) spaces through the parking lot. A minimum of ten percent (10%) of a surface parking lot shall be landscaped accompanied by an irrigation system that is permanent, below grade and activated by automatic timing controls which may be provided entirely in permeable surfacing in lieu of irrigated landscaping if approved through the Design Review process (see Chapter 17.136). Parking lots located adjacent to a public right-of-way shall include screening consisting of a minimum of five (5) foot deep planted area or a three (3) foot tall opaque, concrete, or masonry wall with a minimum three (3) foot deep planted area. Chain link, cyclone, and barbed wire fencing is prohibited in all cases.

9. For all projects involving the construction of a new Nonresidential Facility, or the addition to an existing Nonresidential Facility of over one thousand (1,000) square feet, street trees are required (see Chapter 17.124 and Section 17.124.025 for other Landscaping and Screening Standards). In addition to the general landscaping requirements set forth above, a minimum of one (1) 15-gallon tree, or substantially equivalent landscaping consistent with City policy and as approved by the Director of City Planning, shall be provided for every twenty (20) feet of street frontage or portion thereof and, if a curbside planting strip exists, for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6½) feet, the trees to be provided shall include street trees to the satisfaction of the Tree Division.

17.101H.060 Special regulations applying to mixed-use developments on Bay Area Rapid Transit (BART) stations on sites with one (1) acre or more land area.

No mixed-use developments that include Bay Area Rapid Transit (BART) stations located on sites with one (1) acre or more land area shall be permitted except upon the granting of a conditional use permit pursuant to Section 17.101H.070 and the conditional use permit procedure in Chapter 17.134 or upon the granting of a planned unit development permit pursuant to Chapters 17.140 and 17.142, and shall be subject to the following special regulations:

- A. Intermodal Activities and Pedestrian Plaza. Developments should incorporate multiple forms of public transportation and a pedestrian plaza.
- B. Professional Design. The application shall utilize the following professionals in the design process for the development:
 - 1. An architect licensed by the state of California; and
 - 2. A landscape architect licensed by the state of California, or an urban planner holding or capable of holding membership in the American Institute of Certified Planners.
- C. Undergrounding of Utilities. All electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities shall be placed underground by the developer as required by the City. Electric and telephone facilities shall be installed in accordance with standard specifications of the serving utilities. Street lighting and fire alarm facilities shall be installed in accordance with standard specifications of the Electrical Department.
- D. Performance Bonds. The City Planning Commission or, on appeal, the City Council may, as a condition of approval of any said development, require a cash bond or surety bond for the completion of all or specified parts of the development deemed to be essential to the achievement of the purposes set forth in Section 17.101H.060. The bond shall be in a form approved by the City Attorney, in a sum of one hundred fifty percent (150%) of the estimated cost of the work, and conditioned upon the faithful performance of the work specified within the time specified. This requirement shall not apply if evidence is provided to the city which indicates that alternative bonding or other assurances have been secured by the Bay Area Rapid Transit District.

17.101H.070 Use permit criteria in the D-CO-1 Zone.

In the D-CO-1 Zone, a conditional use permit for any activity or facility listed in Sections 17.101H.030, 17.101H.040, and 17.101H.060, may be granted only upon determination that the proposal conforms to the general use permit criteria set forth in the conditional use permit procedure in Chapter 17.134 and to the following additional use permit criteria:

- A. That the proposal will be of a quality and character which harmonizes with and serves to protect the value of private and public investment in the area;
- B. That the proposal will encourage an appropriate mixture of Residential and/or Commercial Activities in a manner which promotes and enhances use of multiple modes of transportation;

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- C. That the proposal is designed to provide a safe and pleasant pedestrian environment;
- D. That no front yard parking, loading area, or driveway shall connect or abut directly with the principal commercial street unless the determination can be made:
1. That vehicular access cannot reasonably be provided from a different street or other way;
 2. That every reasonable effort has been made to share means of vehicular access with abutting properties;
 3. That the proposal is enclosed or screened from view of the abutting principal street by the measures required in Section 17.110.040B.
- E. That the amount of off-street parking, if any, provided in excess of this code will not contribute significantly to an increased orientation of the area to automobile or truck movement.
- F. In addition to the foregoing criteria and any other applicable requirements, auto fee parking within this zone shall be subject to the following additional use permit criteria:
1. The auto fee parking is part of a larger development that contains a significant amount of commercial and/or residential facilities;
 2. The auto fee parking is contained in a structured parking facility of at least three stories that replaces an existing at-grade parking facility;
 3. The new parking structure represents no more than a seventy-five percent (75%) increase of existing parking at the site;
 4. Auto fee parking at the site is designed to promote a transit oriented district as defined by the general plan;
 5. Where feasible, the auto fee parking is located behind and substantially visually obstructed from the principal street(s) by the residential and/or commercial facility or facilities; and
 6. The project shall be consistent in all significant respects with the general plan's goals, objectives, and policies that promote transit oriented development and districts.

For purposes of this subsection 17.101H.100(F) "principal street" means the street or streets on which the development is most primarily oriented and that is appropriately designated in the general plan to accommodate the amount of trips proposed. On an interior lot, the principal street shall be the street in front of the development. On a corner lot, the principal streets shall be both the streets adjacent to the development. On a lot that has frontage on three (3) or more streets, at least two (2) streets shall be designated as principal streets.

17.101H.080 Special regulations for large scale developments.

No development which involves more than one hundred thousand (100,000) square feet of a new floor area shall be permitted except upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134, or upon the granting of a planned unit development approval pursuant to Chapters 17.140 and 17.142.

17.101H.090 Special regulations for Mini-lot and Planned Unit Developments.

- A. Mini-lot Developments. In mini-lot developments, certain regulations that apply to individual lots in the D-CO Zones may be waived or modified when and as prescribed in Chapter 17.142.
- B. Planned Unit Developments. Large integrated developments shall be subject to the Planned Unit Development regulations in Chapter 17.142 if they exceed the sizes specified therein. In developments which are approved pursuant to said regulations, certain uses may be permitted in addition to those otherwise allowed in the D-CO Zones, and certain of the other regulations applying in said zones may be waived or modified.

17.101H.095 Compliance with Oakland Airport Land Use Compatibility Plan.

The Oakland International Airport Land Use Compatibility Plan (ALUCP) details the types of development inside the Airport Influence Area (the land west of San Leandro Street) which are to be reviewed by the Alameda County Airport Land Use Commission (ALUC). New development in any D-CO zone which meets the definitions of Section 2.6.2 "Land Use Actions Recommended for ALUC review" is to follow the review process in the Airport Land Use Compatibility Plan.

17.101H.100 Other zoning provisions.

The following contains referrals to other regulations that may apply:

- A. General Provisions. The general exceptions and other regulations set forth in Chapters 17.102, 17.103, 17.104, 17.106, and 17.108 shall apply in the D-CO Zones.
- B. Parking and Loading. Off-street parking and loading shall be provided as prescribed in the off-street parking and loading requirements in Chapter 17.116.
- C. Nonconforming Uses. Nonconforming uses and changes therein shall be subject to the nonconforming use regulations in Chapter 17.114.
- D. Recycling Space Allocation Requirements. The regulations set forth in Chapter 17.118 shall apply in the D-CO Zones.
- E. Landscaping and Screening Standards. The regulations set forth in Chapter 17.124 and Chapter 17.102.400, screening of utility meters, etc., shall apply in the D-CO Zones.
- F. Buffering. All uses shall be subject to the applicable requirements of the buffering regulations in Chapter 17.110 with respect to screening or location of parking, loading, storage areas, control of artificial illumination, and other matters specified therein.
- G. Performance standards regarding the control of noise, odor, smoke, and other objectionable impacts in Chapter 17.120 shall apply in the D-CO Zones.

ATTACHMENT F TO MARCH 31, 2015
SUPPLEMENTAL AGENDA REPORT

REVISED TABLE 7.5 OF COLISEUM AREA
SPECIFIC PLAN

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
	Short: 2015-2020 Long: 2021-2035 Ongoing: 2015-TBD		
A. LAND USE			
Land Use			
The City supports and encourages local hiring and training of Oakland residents, including residents from the adjacent East Oakland neighborhoods.	Ongoing	City: Planning & Building; Economic and Workforce Development (EWD)	—
Development should incorporate continuous pedestrian sidewalks and safe bike travel routes throughout the entire Plan Area, providing connections to adjacent neighborhoods, between destinations including local commercial services, and within development projects.	Ongoing	City: Planning & Building; Public Works Agency (PWA)	—
Development of the Coliseum Area should be located and designed to enable residents and workers to safely walk and bike to and from the Coliseum BART station.	Ongoing	Private Sector; City: Planning & Building; Outside Agency: BART	—
Residential development should be configured and designed to provide 24/7 activity and security. Principles of Crime Prevention through Environmental Design (CPTED) should be incorporated into new street designs and new residential, commercial and Sports/Entertainment development.	Ongoing	Private Sector; City: Planning & Building	—
19. New housing which is affordable to low- and moderate-income households should be included in the Plan Area, financed through all available options.	Ongoing	Private Sector; City: Planning & Building; Housing and Community Development (HCD)	—
The City of Oakland will advocate for increases to federal/state/local funding for affordable housing, to support affordable housing development and for new sources of funding at the federal/state/local level.	Ongoing	City: HCD	—
Parks and open space should be located to be easily accessible for residents, workers, and the surrounding neighborhoods.	Ongoing	Planning & Building; Public Works Agency; Parks and Recreation	—
Development projects should be configured and designed to increase public access to the Bay, enhance and restore natural habitat (particularly along Damon Slough), and provide public educational opportunities about the Bay ecosystem for Oakland and Bay Area residents.	Ongoing	Private Sector; City: Planning & Building; PWA; Parks and Recreation	—
The ownership of any land restored into native habitat should be transferred to an appropriate management entity, such as the East Bay Regional Parks District.	Ongoing	City: Planning & Building; PWA; Parks and Recreation	—
The development of projects within the Plan Area should incorporate sustainable practices in planning and design of sites, buildings, landscapes, energy and water systems, and infrastructure, as required by current regulations for Green building in Oakland.	Ongoing	Private Sector; City: Planning & Building; PWA; PWA-Environmental Services Division; Parks and Recreation	—
Onsite and offsite infrastructure should be developed concurrently with project development, so that requirements for transportation, water, and other facilities are provided with each phase of development.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
The development process for Sub-Area A should include consideration of a location for an Oakland Police Department (OPD) substation, with adequate space for vehicles and equipment.	Short	City: Planning & Building; Oakland Police Dept. (OPD)	—

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME <i>Short: 2015-2020 Long: 2021-2035 Ongoing: 2015-TBD</i>	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
Sub-Area A land uses should be configured to foster a pedestrian-oriented core with through-traffic directed around the edges.	Short	Private Sector; City: Planning & Building; Public Works Agency	—
Land Use and Employment			
The City supports and encourages local hiring and training of Oakland residents, including residents from the adjacent East Oakland neighborhoods, for the new jobs envisioned in the Plan.	Ongoing	City: EWD	—
Support local and/or targeted hiring for contracting and construction jobs, including pathways to apprenticeships for local residents.	Ongoing	City: EWD	—
Continue to support job training and readiness services through the Oakland Workforce Investment Board, by providing information about resources that are available, and encourage that these services are publicized in a manner that accessible to East Oakland residents, such as in an "East Oakland Training Center".	Ongoing	City: EWD	—
Encourage local businesses to offer internship, mentoring, and apprenticeship programs to high school and college students.	Ongoing	City: EWD	—
Support healthy recreation and the social lives of neighborhood youth of all ages and create safe neighborhoods and opportunities, by including a youth/ teen center, or other innovative spaces that could be programmed by local youth and providers in or near the Plan Area; also, by the improvement of existing recreation facilities.	Ongoing	City: Planning & Building; Parks and Recreation	—
To accommodate the educational needs of children in the Plan Area and in the surrounding neighborhoods, allow for a new school or education facility in or near the Plan Area; also, support the improvement of existing neighborhood schools.	Ongoing	City: Planning & Building; Outside Agency: Oakland Unified School District (OUSD)	—
Encourage future development of a full-service grocery store in, or near, the Plan area to meet the needs of East Oakland residents.	Ongoing	City: Planning & Building; Office of Neighborhood Investment (ONI); EWD	—
Encourage inclusion of a health center (such as a YMCA) in, or near, the Plan Area to support the health and fitness of the East Oakland community and new residents. Similarly, encourage inclusion of a new medical facility in, or near, the Plan Area.	Ongoing	City: Planning & Building; Parks and Recreation; ONI	—
Land Use and Affordable Housing			
Encourage at least 15 percent of all new units built in the Plan Area be affordable to extremely low-, very low-, low-, and moderate-income households in mixed income developments, as well as in developments that are 100 percent affordable housing units.	Ongoing	Private Sector; City: Planning & Building; HCD	—
Encourage the development of family housing (i.e. units which are three or more bedrooms).	Ongoing	Private Sector; City: Planning & Building; HCD	—
Consider the creation of a land banking program for the Coliseum Plan Area, should funding become available, that would set aside money, or dedicate public land, for sites for affordable housing.	Ongoing	City: Planning & Building; HCD; ONI	—

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME <i>Short: 2015-2020</i> <i>Long: 2021-2035</i> <i>Ongoing: 2015-TBD</i>	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
Continue to explore innovative and creative ways to support the production of new housing that is affordable to low- and moderate-income households within the Plan Area, including funding the completion of the City's nexus study and the consideration of a housing impact fee on new development.	Ongoing	City: Planning & Building; HCD	—
Anti-displacement Strategies			
The City will use all existing housing programs to attempt to minimize secondary displacement in East Oakland.	Ongoing	City: HCD	—
Continue and expand Rent Adjustment outreach to tenants and enforcement of Rent Adjustment regulations regarding rent increases and Just Cause eviction regulations.	Ongoing	City: HCD	—
Ensure access to home improvement/blight reduction programs for existing small properties by exploring ways to preserve and expand funding to existing Residential Rehabilitation programs to provide funds for low- to moderate-income homebuyers.	Ongoing	City: HCD	—
Review the Condominium Conversion Ordinance for possibilities to strengthen protections for renters, including a potential requirement for replacement rental units for conversions in buildings with 2-4 units.	Ongoing	City: Planning & Building; HCD	—
Strengthen local relocation policies to ensure that any resident displaced receives just compensation and comprehensive relocation assistance.	Ongoing	City: HCD	—
Continue to promote and fund the City's loan programs to assist with the rehabilitation of owner-occupied and rental housing for very low- and low-income households and assist senior citizen and disabled population with housing rehabilitation so that they may remain in their homes.	Ongoing	City: HCD	—
Expand opportunities for homeownership by low- to moderate-income homebuyers by seeking expanded funding for the First-Time Homebuyers Mortgage Assistance program, "sweat equity" housing programs (e.g. Habitat for Humanity), and Limited Housing Equity Cooperatives.	Ongoing	City: HCD	—
B: COMMUNITY DESIGN			
Urban Design Character			
Plan Area projects should be designed to promote a sense of neighborhood through the intentional and thoughtful creation of a welcoming public realm.	Ongoing	Private Sector; City: Planning & Building	—
Projects should orient building uses toward public streets and plazas and ensure a safe mix of vehicular, pedestrian, and bicycle traffic establishes inviting spaces.	Ongoing	Private Sector; City: Planning & Building	—
A program of public art including, but not limited to, public and civic spaces should be included in new development in the Plan Area.	Ongoing	Private Sector; City: Planning & Building	—
Streetscape, Gateways & Connections			
Development within Sub-Areas A and B should provide a walkable grid of streets and a comprehensive network of pedestrian facilities, including sidewalks, multi-use paths, and controlled crossings to promote walking and bicycling.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Outdoor dining should be encouraged along sidewalks and promenades to promote street activity.	Ongoing	Private Sector; City: Planning & Building	—

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME <i>Short: 2015-2020</i> <i>Long: 2021-2035</i> <i>Ongoing: 2015-TBD</i>	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
The pedestrian circulation system should be configured and designed to provide multiple pedestrian routes between entertainment venues, including stairs, ramps, escalators and other routes designed together to accommodate large event-related crowds moving between the Coliseum BART station and sports/other destinations.	Short	Private Sector; City: Planning & Building; Public Works Agency	—
New streetscapes (and streetscape renovations, such as San Leandro Street) should include the details, designs and principles of "Complete Streets", per City of Oakland policy.	Short	Private Sector; City: Planning & Building; Public Works Agency	—
Open Space & Habitat Areas			
Public open spaces should be designed as part of projects to encourage pedestrian connections, foster enjoyment of the public realm, and produce livable and attractive urban neighborhoods and workplaces.	Short	Private Sector; City: Planning & Building; Public Works Agency	—
Projects should be configured and designed to increase public access to the Bay, enhance natural habitat values (particularly along Damon Slough), and provide public educational opportunities about the Bay ecosystem for Oakland and Bay Area residents.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency; Parks and Recreation	—
Development within the Coliseum Plan Area should support the ongoing efforts of the City of Oakland and the City of San Leandro and their public agency and community partners to build out the San Leandro Creek Trail Master Plan	Short	City: Planning & Building; Public Works Agency; Parks and Recreation	—
Sustainability and Health			
All new buildings in the Plan Area should be designed to achieve CalGreen Tier One standards, in order to reduce or avoid air quality and GHG emissions impacts and reduce operational costs.	Ongoing	Private Sector; City: Planning & Building	—
Project designs should incorporate aspects of national guidelines and standards for sustainability, including the U.S. Green Building Council Leadership in Energy & Environmental Design (LEED) rating system, the Sustainable Sites Initiative (SSI), and local measures such as the City of Oakland's Green Building Ordinance.	Ongoing	Private Sector; City: Planning & Building	—
If the Coliseum and/or Arena are demolished, their physical structures should be crushed and used for fill or aggregate onsite if feasible.	Short	Private Sector; City: Planning & Building	—
New development in Sub-Area A should reduce energy use; explore the viability of reducing building energy demand, a district heating and cooling system, and on-site energy generation.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
To encourage the local growing of food for East Oakland residents (and the future residents of the Coliseum Plan), provide designated areas for community gardens where feasible, and support the existing network of community gardens in the adjacent neighborhoods.	Ongoing	City: Planning & Building; Parks and Recreation	—
C. TRANSPORTATION			
Vehicular Circulation			

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
	Short: 2015-2020 Long: 2021-2035 Ongoing: 2015-TBD		
Provide on-site roadways that comply with the City's "Complete Streets" policies, and which adhere to the basic dimensions and characteristics shown in the Specific Plan layout and cross-sections while allowing for adaptability to future development applications through the City's development review process.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Separate local- and freeway-destined traffic on the Loop Road between Hegenberger Road and 66th Avenue and improve the Loop Road for a two-way street.	Short	City: Planning & Building; Public Works Agency	—
Replace the Coliseum Way channel overcrossing with a new crossing that has up to 6 travel lanes and provisions for bike lanes and sidewalks on both sides.	Short	Private Sector; City: Planning & Building; Public Works Agency	—
Design for slow speed (e.g., 25 mph) and flexible streets, such as parking lanes that can serve as temporary traffic lanes prior to and after an event and "floating" bike lanes (a bike lane that is between the parking lane and traffic lane during regular operations and adjacent to the curb when the parking lane is converted to traffic lane).	Ongoing	Private Sector; City: Planning & Building; Public Works Agency; Transit agencies	—
Provide modified signalized intersection control, modified intersection layouts, and bridge upgrades to facilitate safe vehicle, bicycle and pedestrian flows at the 66th Avenue interchange with I-880.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Provide a secondary street, "E" Street, generally with 3 lanes of traffic (one in each direction and a median/left-turn lane) that serves on-street parking and site circulation.	Short	Private Sector; City: Planning & Building; Public Works Agency	—
Modify Edgewater Drive from Hegenberger Road through Sub-Areas B and C to provide two travel lanes in each direction with left-turn lanes at intersections, a sidewalk on both sides of the street, and no on-street parking.	Long	Private Sector; City: Planning & Building; Public Works Agency	—
Align Leet Drive with Capwell Drive to provide a secondary two lane circulation road for the Specific Plan area.	Long	City: Planning & Building; Public Works Agency	—
Provide signalized intersection control to facilitate vehicle and pedestrian flows. Signals should be installed on: - Edgewater Drive at Roland Way, Pardee Lane and Hassler Way (signals already exist at Pendleton Way and Oakport Street) - Oakport Road at Roland Way and Hassler Way - Leet Drive at Hegenberger Road Additional traffic signals should be considered for streets intersecting Edgewater Drive through Sub-Area B.	Long	Private Sector; City: Planning & Building; Public Works Agency	—
Provide sidewalks on both sides of Edgewater Drive that maintain a minimum pedestrian clear zone. As new development occurs on Oakport Street, Roland Way, Pardee Lane, Hassler Way and other streets similar sidewalk characteristics should be provided on both sides (one side only along the freeway frontage).	Long	Private Sector; City: Planning & Building; Public Works Agency	—
Pedestrians, Bicyclists, and Accessibility			
Provide Class II Bike Lanes along Edgewater Drive from Hegenberger Road through Sub-Areas B and C with at least two links to the San Francisco Bay Trail.	Long	City: Planning & Building; Public Works Agency	—
Provide sidewalks on both sides of streets serving high density land uses. Existing City streets without sidewalks, such as Oakport Street and Edgewater Drive, should be prioritized for new pedestrian facilities.	Long	Private Sector; City: Planning & Building; Public Works Agency	—

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME		CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
	Short: 2015-2020	Long: 2021-2035		
Provide pedestrian-scale street lighting or up lighting along all streets in the Plan Area.	Long		Private Sector; City: Planning & Building; Public Works Agency	—
Provide marked crosswalks across all approaches to intersecting streets and maintain dedicated curb ramps for each crosswalk (i.e., 8 curb ramps for a standard 4-leg intersection with crosswalks on all legs).	Long		Private Sector; City: Planning & Building; Public Works Agency	—
Provide a Class I Bicycle and Pedestrian Path, to include widening of the 66th Avenue Bridge, to provide safe passage on 66th Avenue, from its intersection with San Leandro to the west terminating at Oakport Street and the San Francisco Bay Trail. Plant street trees on 66th Avenue from San Leandro Street to Joe Morgan Way.	Long		Private Sector; City: Planning & Building; Public Works Agency	—
Provide a Class I Path on the east side of the Loop Road connecting Hegenberger Road with the Coliseum Way Bridge and 66th Avenue.	Short		Private Sector; City: Planning & Building; Public Works Agency; Parks and Recreation	—
Provide bike facilities on the proposed elevated concourse connecting the Coliseum BART and Amtrak stations to the Plan Area, and provide facilities on the pedestrian promenade connecting the stadium at the concourse to the ballpark.	Short		Private Sector; City: Planning & Building; Public Works Agency; Outside Agency: BART	—
Provide Class II Bike Lanes from 66th Avenue into the Plan Area via Coliseum Way and continue the bike lanes through the Plan Area to its termini at the proposed Loop Road, and connect the bike lanes with the proposed pedestrian promenade and elevated concourse. Improve bicycle facilities on Hegenberger Road.	Long		Private Sector; City: Planning & Building; Public Works Agency	—
Future development should plan for, and incorporate design and construction of, the "BART to Bay Trail" alignment for pedestrian and bicycling access from Coliseum BART to the Martin Luther King Regional Shoreline paths of the San Francisco Bay Trail.	Short		Private Sector; City: Planning & Building; PWA; Parks and Recreation; Outside Agency: BART	—
28. Incorporate bicycle signal actuation, bicycle boxes, two-stage turn queue boxes, and other features to facilitate bicycle travel within and through the site.	Ongoing		Private Sector; City: Planning & Building; Public Works Agency	—
Provide ample bicycle parking supply, per City regulations.	Ongoing		Private Sector; City: Planning & Building; Public Works Agency	—
A bicycle-sharing program should be considered for the Coliseum district, in coordination with the regional program. One potential manager of such a bike sharing program could be a future Transportation Demand Management Agency for the Coliseum district.	Ongoing		Private Sector; City: Planning & Building; Public Works Agency; Outside Agencies	—
Public purpose areas within the Plan Area shall be designed to provide for ADA access according to applicable ADA Standards for Accessible Design.	Ongoing		Private Sector; City: Planning & Building; Public Works Agency	—
Parking				
Provide structured parking at various locations within the Plan Area and provide access to the parking via the lower volume parallel streets.	Ongoing		Private Sector; City: Planning & Building; Public Works Agency	—
Parking structures should also provide bicycle parking and spaces for electric vehicles, including the installation of chargers.	Ongoing		Private Sector; City: Planning & Building; Public Works Agency	—

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME <i>Short: 2015-2020 Long: 2021-2035 Ongoing: 2015-TBD</i>	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
Consider creation of a Transportation and Parking Management Agency (TPMA), potentially within a Community Benefit District (CBD) to manage the on-street and off-street parking supply	Short	Private Sector; City: Planning & Building; Public Works Agency	—
Transit and Onsite Circulator			
Collaborate with AC Transit to improve bus service to the Plan Area and the surrounding neighborhoods by providing new routes, altering existing routes, increasing headways, and expanding service hours, and street furniture and bus stops.	Ongoing	City: Planning & Building; PWA; Outside Agency: AC Transit	—
Consider the realignment of San Leandro Street, shifting the road up to 10 feet to the west, between Hegenberger Road and 66th Avenue to expand the pedestrian boarding areas for AC Transit buses.	Long	City: Planning & Building; Public Works Agency; Outside Agencies: BART; AC Transit	—
Coordinate revitalization efforts in the Plan Area with additional efforts by BART to enhance the Coliseum/Oakland Airport BART Station, providing a seamless and welcoming pedestrian connection to and from the BART Station including:	Ongoing	Private Sector; City: Planning & Building; Public Works Agency; Outside Agency: BART	—
- Capacity improvements to the station. One potential capacity improvement would include addition of a new side platform to provide additional area for waiting passengers.	Ongoing	Outside Agency: BART	—
- At-street station improvements could be built so both non-BART patrons and BART patrons can cross between San Leandro Street and Snell Street (requires coordination with railroad for crossing railroad right-of-way).	Short	Private Sector; City: Planning & Building; Public Works Agency; Outside Agencies: BART; Railroad	—
- The proposed elevated concourse from the Plan Area to the Coliseum BART Station could be constructed near the middle of the BART platform for balanced distribution of passengers, or toward the south end of the BART platform with an upper concourse extended over the BART platform.	Short	Private Sector; City: Planning & Building; Public Works Agency; Outside Agency: BART	—
Travel Demand Management (TDM)			
All Travel Demand Management (TDM) efforts are to be coordinated through the proposed Transportation and Parking Management Agency (TPMA). Examples of TDM efforts include:	Ongoing	City: Planning & Building; Public Works Agency; Outside Agency: (proposed) Transportation and Parking Management Agency (TPMA)	—
- Encourage or require the provision of free transit passes (purchased in bulk at a discounted rate through programs such as AC Transit Easy Pass or a similar program through another transit agency) in conjunction with development cost savings from eliminating parking minimum parking requirements.	Ongoing	City: Planning & Building	—
- Provision of a transit subsidy to employees and residents	Ongoing	Private Sector; City: Planning & Building	—
D. PUBLIC INFRASTRUCTURE AND SERVICES			
Storm Drainage			

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
	Short: 2015-2020 Long: 2021-2035 Ongoing: 2015-TBD		
New development projects should reduce the amount of site runoff by 25% from the existing pre-project condition. This can either be done onsite through increased pervious areas, reuse or infiltration, or it can be achieved regionally as part of a master plan for storm water management.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Existing public storm drain infrastructure should be replaced or improved to current standards for streetscape projects (replacing or significantly improving existing roadways) or projects that are constructing new public roadway.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
All projects should comply with current MRP C3 guidelines for constructing permanent storm water treatment measures.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Potable and Non-potable Water			
Incorporate water conservation measures into all public and private improvements and development, as required by California building code, CalGreen and City of Oakland Green Building Ordinance.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Explore potential with EBMUD to provide recycled water to the plan area, particularly for landscaping.	Short	Private Sector; City: Planning & Building; PWA; Outside Agency: EBMUD	—
Wastewater and Sanitary Water			
New development projects should replace or remove all existing sanitary sewer lateral lines serving the site, to reduce infiltration/inflow that enters the system through cracks and misconnections in both public and private sewer lines.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Projects should replace or renovate to current standards public collection mains along the project frontage, or within the roadway for streetscape or roadway replacement projects.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Energy and Telecommunications			
Overhead public utilities should be undergrounded as part of the overall master development plan for streetscape, roadway replacement, or new roadway construction.	Ongoing	Private Sector; City: Planning & Building; PWA; Outside Agency: PG&E	—
New development projects should underground all onsite service laterals.	Short	Private Sector; City: Planning & Building; Public Works Agency	—
Base Flood Elevation and Sea Level Rise			
The sea level rise strategy includes:			
a) Design flood protection against a nearer-term potential 16-inch sea level rise above current Base Flood Elevation for mid-term planning and design (2050); and design gravity storm drain systems for 16 inches of sea level rise.	Short	Private Sector; City: Planning & Building; Public Works Agency	—
b) Provide a mid-term adaptive approach for addressing sea level rise of greater than 18 inches, including incorporation of potential retreat space and setbacks for higher levels of shoreline protection, and design for livable/floodable areas along the shoreline in parks, walkways, and parking lots.	Long	Private Sector; City: Planning & Building; Public Works Agency	—
c) Develop a long-term adaptive management strategy to protect against even greater levels of sea level rise of up to 66 inches, plus future storm surge scenarios and consideration of increased magnitude of precipitation events.	Ongoing	City: Planning & Building; Public Works Agency	—

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
	Short: 2015-2020 Long: 2021-2035 Ongoing: 2015-TBD		
Include a suite of shoreline protection measures, protective setbacks and other adaptation strategies, to be incorporated into subsequent development projects. These could include:	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
a) Build a shoreline protection system within Sub-Areas B, C and D to accommodate a mid-term rise in sea level of 16 inches, with development setbacks to allow for further adaptation for higher sea level rise, with space for future storm water lift stations near outfall structures into the Bay and Estuary.	Long	Private Sector; City: Planning & Building; Public Works Agency	—
b) Consider incorporation of a seawall along the rail tracks, east of the new Stadium and/or Ballpark sites.	Long	Private Sector; City: Planning & Building; PWA; Outside Agency: Railroad	—
c) Consider designing temporary floodways within parking lots, walkways and roadways.	Long	Private Sector; City: Planning & Building; Public Works Agency	—
d) Construct the storm drainage system to be gravity drained for sea level rise up to 16 inches, and pumped thereafter. Pumping should be secondary to protection.	Long	Private Sector; City: Planning & Building; Public Works Agency	—
e) Require that all critical infrastructure sensitive to inundation be located above the 16-inch rise in base flood elevation.	Long	Private Sector; City: Planning & Building; Public Works Agency	—
f) Design buildings to withstand periodic inundation, and prohibit below grade habitable space in inundation zones.	Long	Private Sector; City: Planning & Building	—
g) Where feasible, construct building pads and vital infrastructure at elevations 36- inches higher than the present day 100- year return period water level in the Bay, and add a 6- inch freeboard for finish floor elevations of buildings; and	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
h) Consider construction of a protection system, such as a "living levee" along Damon Slough in Sub Area A, from its entry into the Plan Area at San Leandro Bay to its upstream confluence at Lion's Creek.	Long	Private Sector; City: Planning & Building; Public Works Agency	—
Re-evaluate both Bay flooding and watershed flooding potential at key milestones in the Project's design, to manage for changing sea level rise projections.	Ongoing	City: Planning & Building; Public Works Agency	—
A sea level rise strategy for the Plan Area should be prepared as part of the City's updates to the Energy and Climate Action Plan.	Ongoing	City: Planning & Building; Public Works Agency	—
Solid Waste Management			
Construction operations, businesses, and residents within the Plan Area will participate in the City's recycling programs, which support the City's Zero Waste goal.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
Development should adhere to the principles of sustainability and resource consideration, future development in order to further the goals of the City to reduce solid waste.	Ongoing	Private Sector; City: Planning & Building; Public Works Agency	—
E. IMPLEMENTATION AND ADMINISTRATION			
Coliseum District Infrastructure and Pre-Development Cost Estimate			
1. Major Infrastructure Work			
a. PG&E Overhead Power Line Underground	Short	To Be Determined (TBD) *	\$32,400,000
b. Damon Slough Improvements	Long	TBD	\$7,200,000
c. Elmhurst Creek Realignment	Short	TBD	\$3,400,000
d. EBMUD Sewer Main Realignment	Short	TBD	\$1,200,000
e. Levee Improvements	Ongoing	TBD	\$2,700,000

COLISEUM DISTRICT ACTION PLAN TABLE 7.5

ACTION	TIME FRAME	CITY OF OAKLAND RESPONSIBILITY	APPROXIMATE COST
	Short: 2015-2020 Long: 2021-2035 Ongoing: 2015-TBD		
f. Soft Costs (at 30%)	Ongoing		\$14,070,000
2. Transportation and On-Site Transit Improvements			
a. Existing Pedestrian Bridge Demolition	Short	TBD	\$333,000
b. Multi-Modal Bridge, BART to New Stadium	Short	TBD	\$12,715,000
c. Bus Stops, with Solar and Lighting	Short	TBD	\$647,000
d. Streetcar Track	Long	TBD	\$719,000
e. Off-Site Roadway and Intersection Improvements	Ongoing	TBD	\$7,966,000
f. On-Site Traffic Signals and Intersections	Ongoing	TBD	\$2,000,000
g. Backbone Streets and Utilities	Short	TBD	\$11,117,000
h. Soft Costs (at 30%)	Ongoing		\$10,650,000
3. Regional Transit Improvements			
a. Central Transit Hub	Ongoing	TBD	\$17,478,900
b. BART Platform	Long	TBD	\$25,827,000
c. BART Upper Level Platform	Long	TBD	\$7,453,000
d. Amtrak Station Improvements	Long	TBD	\$7,667,000
e. Soft Costs (at 30%)	Ongoing		\$17,527,770
4. Other Pre-Development Costs			
a. Asphalt Removal and Site Leveling	Short	TBD	\$8,283,000
b. Site/Block Development Costs (grading, local infrastructure, etc.)	Short	TBD	\$36,232,000
c. Soft Costs (at 20%)	Short		\$8,903,000
Sub-Area B Infrastructure and Pre-Development Cost Estimate			
1. Major Infrastructure Work			
a. Damon Slough Improvements	Long	TBD	\$4,200,000
b. Levee Improvements and Pumps	Long	TBD	\$6,400,000
c. Soft Costs (at 30%)	Long		\$3,180,000
2. Transportation and On-Site Transit Improvements			
a. I-880 Concourse Overcrossing, Pedestrian/Bike	Long	TBD	\$8,925,000
b. Streetcar Tracks, embedded in Concourse	Long	TBD	\$1,064,000
c. Streetcar Operational System to Edgewater	Long	TBD	\$13,765,000
d. Backbone Streets and Utilities	Long	TBD	\$7,146,000
e. Soft Costs (at 30%)	Long		\$9,270,000
3. Enhancements			
a. Estuary waterfront improvements	Long	TBD	\$11,040,000
b. I-880 Concourse Overcrossing, multimodal/transit (increase)	Long	TBD	\$9,713,000
c. Streetcar Operational System to Hegenberger	Long	TBD	\$8,329,000
d. Soft Costs (at 30%)	Long		\$8,724,600
4. Other Pre-Development Costs			
a. Asphalt Removal and Site Leveling	Long	TBD	\$8,987,000
b. Site/Block Development Costs (grading, local infrastructure, etc.)	Long	TBD	\$27,584,000
c. Soft Costs (at 20%)	Long		\$7,314,200

** Specific allocation of development costs will be worked out as part of Lease Disposition and Development Agreement.*

ATTACHMENT G TO MARCH 31, 2015
SUPPLEMENTAL AGENDA REPORT

ALAMEDA COUNTY AIRPORT LAND USE
COMMISSION RESOLUTION OF MARCH 18,
2015

ATTACHMENT G

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2015 MAR 26 PM 2:42
**THE AIRPORT LAND USE COMMISSION OF ALAMEDA COUNTY
HAYWARD, CA**

RESOLUTION 01-2015 - AT A MEETING MARCH 18, 2015

WHEREAS, County Airport Land Use Commissions (ALUCs) were established pursuant to the State ALUC law (Public Utilities Code Article 3.5, State Aeronautics Act, Section 21661.5, Section 21670 et seq., and Government Code Section 65302.3 et seq.) to protect the public health, safety, and welfare by promoting orderly expansion of airports and adoption of land use measures by local public agencies to minimize exposure to excessive noise and safety hazards near airports; and

WHEREAS, state law authorizes ALUCs to coordinate planning at the state, regional and local levels; to prepare and adopt Airport Land Use Compatibility Plans; and to review and make recommendations concerning specified plans, regulations and other actions of local agencies and airport operators including General and Specific Plan amendments, adoption of a Zoning Ordinance or Rezoning, adoption of Building Regulations, revision of Airport Master Plans, and approval of plans to construct a new airport/heliport; and

WHEREAS, the Airport Land Use Compatibility Plan (ALUCP) for the Oakland International Airport was adopted by the Airport Land Use Commission of Alameda County on December 15 2010; and

WHEREAS, in 2012 the City of Oakland began the development of the Coliseum City Master Plan (a long-range land use planning document) for land that is within the Airport influence Area (AIA) of the Oakland International Airport; and

WHEREAS, in 2014 the City of Oakland subsequently developed the Draft Coliseum Area Specific Plan (CASP) which accommodates eventual development as envisioned under the Coliseum City Master Plan as well as providing overall policy and regulatory guidance to implement the Plan; and

WHEREAS, a Draft Environmental Impact Report (DEIR) for the Draft Coliseum Area Specific Plan was released for Public Review in August 2014; and

WHEREAS, the Draft Coliseum Area Specific Plan DEIR analyzes the potential environmental impacts of these potential land uses: NFL Stadium and Multi-purpose Event Center, MLB Ballpark, NBA/Multi-purpose Arena, Sports Related Entertainment District, BART Adjacent Transit-Oriented District (TOD), a Mixed Use Residential Sports Neighborhood, and a Science and Technology district; and

WHEREAS, the Project Area is located within portions of the Safety Zone 3: Inner Turning Zone, Safety Zone 6: Traffic Pattern Zone, and Safety Zone 7: Other Airport Environs between Safety Zone 6 and the AIA boundary; and

WHEREAS, the proposed Project, particularly at the Coliseum District, indicates construction of several tall buildings and structures that would exceed the FAA Part 77 Horizontal Surface Plane at elevation 159.3 feet above mean sea level; and

WHEREAS, The Draft Coliseum Specific Plan and Draft EIR was reviewed and discussed by the Commission at the September 17, 2014 regularly scheduled ALUC meeting; and

WHEREAS, the commission continued this item to the March 18, 2015 ALUC meeting for further review and discussion; and

WHEREAS, the commission directed staff to send a DEIR Comment letter, dated October 15, 2014, to the City of Oakland discussing airport land use compatibility concerns raised at the ALUC meeting; and

WHEREAS, the City has further refined the proposed Plan and has made the Final Coliseum Area Specific Plan and Final EIR available for public review and comment beginning on February 20, 2015 and ending March 4, 2015; and

WHEREAS, ALUC staff sent a comment letter to the City on March 4, 2015 that requested further correction to specific language for Mitigation Measure MM Land 7A, and reflected conversations with City of Oakland staff assuring that any comments resulting from the March 18, 2015 ALUC meeting would be included in the Official Record and fully considered as this project moves forward; and

WHEREAS, in response to the ALUC's letters the City has amended or added Mitigations MM Land-7A and MM Land-7C; and

WHEREAS, the city has committed in the Response to Comments for the ALUC letter in the FEIR to providing the ALUC with a review process for determining consistency for all subsequent projects within the Project Area that exceed 159 feet in height; and

WHEREAS, the ALUC further requests that future projects, as described in the Oakland Airport Land Use Compatibility Plan (2010) Section 2.6.2- *Land Use Actions Recommended for ALUC Review*, be referred to the ALUC for a Consistency Determination prior to approval by the City; and

WHEREAS, The Final Coliseum Area Specific Plan and Final EIR was reviewed and discussed by the Commission at the March 18, 2015 regularly scheduled ALUC meeting;

NOW, THEREFORE BE IT RESOLVED that the Airport Land Use Commission of Alameda County finds as follows:

1. Find the City of Oakland's FINAL Coliseum Area Specific Plan and FEIR (February 2015) to be Consistent with the policies in the 2010 Oakland Airport ALUCP;
2. Request the City of Oakland consider amending the zoning code within the Coliseum Area Specific Plan to be consistent with the Oakland Airport Land Use Compatibility Plan (2010); and
3. Request the City of Oakland refer future projects, as described in the Oakland Airport Land Use Compatibility Plan (2010) Section 2.6.2- *Land Use Actions Recommended*, for review by the ALUC for a Consistency Determination prior to approval by the city.

NOW, THEREFORE BE IT FURTHER RESOLVED that the Airport Land Use Commission of Alameda County took the following action at its March 18, 2015 regularly scheduled ALUC meeting:

1. Adopted Resolution 01-2015 in accordance with applicable law.

ADOPTED BY THE FOLLOWING VOTE:

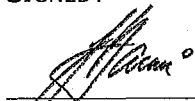
AYES: CHARPENTIER FOR ALE-FLINT, HENSON, MORRIS, PRICE, WILSON FOR SPALDING, HAURI

NOES: NONE

ABSENT: MARCHAND

ABSTAINED: NONE

SIGNED:



LEANDER HAURI,
CHAIR, ALAMEDA COUNTY AIRPORT LAND USE COMMISSION

**ALBERT LOPEZ, ADMINISTRATIVE OFFICER
ALAMEDA COUNTY AIRPORT LAND USE COMMISSION**