

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

January 26, 2005

#1.	Location:	Wood Street Development Project (formerly “Central Station”), West Oakland. Approximately 29.2 acres between 10 th Street to the south, West Grand Avenue to the north, Wood Street to the east, and the I-880 frontage road to the west. APNs - various
	Proposal:	Public Hearing on a proposal to develop a residential, live-work, retail, and other commercial mixed use development. The site would be redeveloped with up to 1,570 residential units, including 186 live-work units in converted warehouses. Commercial space would include 13,000 s.f. of neighborhood-serving commercial uses plus 14,487 s.f. associated with the historic Southern Pacific 16 th Street train station. The main hall of the train station and the 16 th Street signal tower would be restored. Public open space, consisting of a public plaza in front of the station’s main hall and five pocket parks totaling 1.39 acres would be provided. In addition, 2.82 acres of private open space will be created for residents. All other structures will be demolished; including the 16 th Street Station elevated tracks and baggage wing.
	Applicants:	Build West Oakland, LLC; PCL Associates, LLC; HFH Central Station Village, LLC; Central Station Land, LLC
	Contact Person/Phone Number:	Andrew Getz, (510) 652-4191
	Owner:	Three property owners
	Case File Numbers:	ER 03-0023, GP 04-545, RZ 04-544, CDET 04-032, Vesting TPM 8551 – 8555
	Planning Permits Required:	General Plan Amendment, Zoning Code Amendment and Rezoning, Redevelopment Plan Amendment, Five Vesting Parcel Maps, Preliminary and Final Development Plans, Design Review, Tree Removal, Creek Determination
	General Plan:	Business Mix
	Zoning:	M-20/S-16 (Light Industrial/Industrial-Residential Transition Combining Zone); M-30, (General Industrial); M-30/S-16 (General Industrial/Industrial-Residential Transition Combining zone)
	Environmental Determination:	The Final Environmental Impact Report is near completion and may be available at the Community and Economic Development Agency, Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California 94612, Monday through Friday, 8:30 a.m. to 5:00 p.m. prior to this meeting. Certification of the FEIR will be considered at a future meeting. Major findings and information from the Draft Environmental Impact Report have been reviewed in relation to the key issues in the staff report.
	Historic Status:	16 th Street Train Station and 16 th Street Signal Tower; Rated A1+; City of Oakland Landmark; determined eligible for National Register of Historic Places. Project area also includes PDHPs at 1751-57 16 th Street (Dc2+) and 1111 Pine Street (Cb+2+) that are parts of adjoining Areas of Secondary Importance and adjoins the Oakland Point Area of Primary Importance (determined eligible for the National Register).
	Service Delivery District:	West Oakland 1
	City Council District:	3, Nancy Nadel
	Action to be Taken:	Open the public hearing to discuss the major policy and environmental issues pertaining to this project. In addition, provide direction to staff regarding how issues should be addressed. No action is contemplated or requested at this meeting.
	For Further Information:	Contact Margaret Stanzione , Project Planner, Major Projects (510) 238-4932 or mstanzione@oaklandnet.com

SUMMARY

An application for the Wood Street Development Project, consisting of a mix of residential, commercial, and community uses, was submitted to the City in October 2003. It was determined that an Environmental Impact Report would be necessary for the project. The Planning Commission held an EIR Scoping Meeting on December 17, 2003. The draft environmental impact report was released on September 21, 2004 and public comments were received through November 15, 2004. The Landmark Preservation Advisory Board held a public hearing on the draft EIR on October 18, 2004; the Planning Commission held a public hearing on October 20, 2004. Responses to comments were prepared and the Final Environmental Impact Report will be published on January ____, 2005.

The purpose of this meeting is to present the results of the environmental review and discuss major policy issues pertaining to the proposed project. The report discusses the proposed General Plan and Redevelopment Plan Amendments; introduces the Wood Street Zoning District; discusses the five vesting parcel maps; and identifies key policy issues related to the proposed development. It also discusses recommendations for addressing those issues as well as the major findings identified in the environmental impact report. Staff is requesting that the Commission (1) take public testimony; (2) review the information about the major issues identified by staff; and (3) provide comments and direction regarding the major issues related to the proposed project.

PROJECT DESCRIPTION AND BACKGROUND

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

The project sponsors are proposing to construct 1,570 residential units, including 186 live-work units in converted warehouses. Commercial space would include 13,000 s.f. of neighborhood-serving commercial uses, including possibly some office space, plus 14,487 s.f. of space for civic or community uses associated with the historic Southern Pacific 16th Street train station. The historic 16th Street Train Station, a City of Oakland landmark, is proposed to be modified with the removal of the baggage wing and the elevated tracks. The remainder of the station, along with the signal tower on the same site, will be preserved, restored, and rehabilitated and used for a public purpose. The 0.75 acre area in front of the 16th Street Station will be improved as a large plaza available for use as public gathering space.

Three individual property owners are proposing to develop the site. The site is divided into nine different development areas as described in the Draft Environmental Impact Report. These development areas are incorporated into five individual vesting parcel maps, with each

subdivided area owned by a different project sponsor. The table below summarizes the relationships between the property owners, development areas, and parcel maps. Refer to Attachment B, Figure S-2, Proposed Development Areas. Although the project will be developed in phases, by separate property owners, the project will have the overall appearance of a planned development. Refer to Attachment C, Figure S-3, Illustrative Concept Plan.

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

DEVELOPMENT AREAS – EXISTING USES AND PROPOSED DEVELOPMENT

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

Development Area One

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

Proposed – This area is proposed to be developed for 82 live-work units in three-story townhouses or podium buildings depending upon the preferred type of construction. Maximum height of the structures is 40 feet. Approximately 8,200 s.f. of private open space would be provided within the residential projects for use by the residents.

Development Area Two

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

Proposed – Development proposed in this area includes 189 residential units with 18,900 s.f. of private open space. New residential construction will also include live-work units, townhouses,

or apartments (flats) at a height up to 65 feet. The two concrete tilt-up buildings are proposed to be demolished to allow for residential development. The Pacific Coast Cannery Building would be seismically upgraded and improved as residential lofts. The current footprint would remain, but interior improvements would increase the floor area to accommodate residential development. The Bayport Warehouse Distribution facility (“Ice House”) would eventually be converted to live/work lofts.

Development Area Three

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

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

Development Area Four

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

Proposed – Up to 450 condominium units or live-work units and 33,750 s.f. of private open space, are proposed for this area. The proposed height of structures is 40 feet along Wood Street and 65 feet over the remainder of the site. If Bea’s Hotel were to be acquired, the hotel would be demolished and the site would be redeveloped with 7,000 s.f. of local-serving retail and other commercial businesses that would face onto the 16th Street Plaza to the north.

Development Area Five

Existing – Situated on this 0.52 acre site is the 16th Street Train Station and the 16th Street Signal Tower. The historic 16th Street Train Station, which was designated City of Oakland Landmark No. 81 in 1984, is located in this development area, although components of the train station are also located in Development Areas Four and Six.

Proposed – The historic 16th Street Train Station is proposed to be seismically stabilized, renovated and preserved. Reuse of the Main Hall would incorporate exhibit space commemorating the site as the end of the Trans-continental Railroad and the gateway arrival point in the West, and its historical significance to the organization of the Brotherhood of Sleeping Car Porters, the first Black worker’s union in the United States. The exhibit space could also serve as a venue for private and public events. The proposal includes the demolition of the baggage wing and the majority of the elevated tracks to provide sufficient space to access adjacent residential development. (See “Key Issues and Analysis” later in this report)

Development Area Six

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

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

Development Area Seven

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

Proposed – Approximately 170 residential units and 12,750 s.f. of private open space are proposed for this area. All proposed residential units would be constructed as live-work units, for-sale townhouses, or stacked flats. The proposed height of structures is 50 feet along Wood Street and up to 65 feet on the westerly portion of the parcel. No commercial uses would be permitted in this development area.

Development Area Eight

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

Proposed – This area is proposed for residential development: 251 to 264 residential units (live-work, for-sale townhouses, or stacked flats) and 13,200 s.f. of private open space. The maximum height in this location is 90 feet.

Development Area Nine

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

Proposed – This area is proposed as a public plaza facing onto Wood Street. The 32,670 s.f. public plaza area would be bordered by the retail uses at the ground level of adjacent development areas. No building structures would be permitted in this area. It is anticipated that

the plaza would be suitable for gatherings and outdoor events, such as farmers' markets, with large canopy trees to provide visual appeal and summer shade.

AREA CIRCULATION, ACCESS, AND PARKING

Vehicular Access

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

Vehicular Circulation

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

These street extensions would be designed to preclude through traffic for automobiles and trucks from Wood Street to the frontage road. Through access would be restricted to pedestrians, bicycles, and emergency vehicles. Improvements would be designed to City of Oakland's street standards with the intent of ultimately offering these streets for dedication to the City. In addition to serving as access for pedestrians, bicycles and emergency vehicles, these areas would be landscaped and function as "pocket parks," public open space areas within the project area.

Emergency Access

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

Pedestrian and Bicycle Circulation

To improve pedestrian access in the area, it is proposed to minimize the number of driveways on Wood Street. Pedestrian and bicycle circulation would be provided along all public streets. Pedestrian access through the project area would occur along all east-west streets and along the public streets bordering the project area. Bicycle traffic would share the public streets in the project area. Roadway, curb and gutter, sidewalks, landscaping, and lighting would be improved on these streets.

Parking

Parking is proposed throughout the project area and along the public streets surrounding the project site. In general, parking for residential development is provided at the ratio of one parking space per dwelling unit with no designated on-site parking for visitors. Parking for Development Area 3 will be provided at 1.7 spaces/du and for Development Area 4 at 1.8 spaces/du. Visitor parking is expected to be provided on the public streets being created within the project site and on streets surrounding the project area. Parking for private residents will be provided in on-site parking structures that are incorporated into the design of the residential structures or on surface lots. Parking for commercial uses will be provided along the edges of the commercial areas. (To be discussed further under “Key Issues and Analysis”)

OPEN SPACE

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

LANDSCAPING

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

PROJECT PHASING

While the intent of the project sponsors is to develop each parcel map area independently, there is agreement that the entire area should have the look and feel of a comprehensive planned development. The proposed Wood Street Zoning District will guide the overall development of the entire project area. The intent of the proposed Wood Street Zoning District is to provide consistency with individual developments and to ensure that the 29.2 acre site is developed in a coordinated and cohesive manner. Each individual development area will require approval of a Planned Development Permit, as defined in the Wood Street Zoning District. Public improvements will be installed along with each phase of development as specified on the vesting tentative parcel maps and the conditions of approval accompanying each map.

Construction is anticipated to occur over a ten year period in the following phases:

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

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

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

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

CONSISTENCY WITH LAND USE PLANS AND REGULATIONS

General Plan Land Use and Transportation Element

The project site is designated “Business Mix” on the General Plan Land Use Map in the *Land Use and Transportation Element (LUTE)* of the Oakland General Plan. The intent of this land use category is to

“create, preserve and enhance areas of the City that are appropriate for a wide variety of business and related commercial and industrial establishments. High impact industrial uses including those that have hazardous materials on-site may be allowed provided they are adequately buffered from residential areas. High impact or large scale commercial retail uses should be limited to sites with direct access to the regional transportation system.”

It was anticipated that land uses such as industrial, manufacturing, food processing, commercial, bioscience and biotechnology, research and development, environmental technology, business and health services, air, truck and rail-related transportation services, warehouse and distribution facilities, office, and other similar uses would be constructed in the Business Mix areas.

Residential development is not permitted under this land use classification.

The project sponsors are requesting a General Plan Amendment to designate the project area “Urban Residential.” The intent of this land use category is to

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

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

Oakland Army Base Area Redevelopment Plan

The project site is within the Oakland Army Base (OARB) Redevelopment Project Area. Other properties within the Project Area include: (1) the former Oakland Army Base property; (2) the Port of Oakland’s maritime area west and south of the Base, including the existing marine terminal facilities and related infrastructure along the Outer and Inner Harbors channels, as well as the former U.S. Fleet Industrial Supply Center Oakland (FISCO) property; and (3) non-

residential property generally bounded by the realigned I-880 Freeway, and Pine and Wood Streets between 7th and 26th Streets.

The OARB Redevelopment Plan did not mandate a specific development program for the project site; instead, it deferred to the range of land use activities that are allowed by the Oakland General Plan and Zoning requirements. The General Plan land use designation assigned to the project site is “Business Mix,” the same designation in the *LUTE*. Because residential uses are being proposed, it is necessary to amend the Redevelopment Plan land use map to “Urban Residential,” consistent with the General Plan *LUTE*. The City Council is the approving authority for this land use change. The new five-year Implementation Plan for the Oakland Army Base Redevelopment Project, due for adoption by July, 2005, will also need to incorporate the proposed Wood Street Development Project.

Oakland Zoning Code (Chapter 17, Zoning)

The Oakland Zoning Code, as written, does not have the appropriate land use regulations and development standards in one zoning district to address large, mixed use projects. There are several zoning tools available for this purpose, but Oakland has not adopted a Planned Development zone, and the existing Planned Unit Development zone is awkward because it relies on an underlying zoning district. In this case, the underlying zones are Light Industrial (M-20), General Industrial (M-30), and Industrial-Residential Transition Combining Zone (S-16); none of which are appropriate for residential development and are inconsistent with the proposed “Urban Residential” General Plan land use designation. To address this issue, the project sponsors have prepared the “Wood Street Zoning District.” If adopted, the land uses, development standards, and design guidelines would be applied exclusively to the 29.2 acre Wood Street Development Project.

Proposed Wood Street Zoning District

The proposed zoning district is based on regulations from the existing zoning code with variations or modifications to the existing regulations to accommodate a large, coordinated, mixed-use development. For example, Residential standards in the Wood Street Zoning District are based on existing multifamily zoning district standards (R-50, R-60, R-70, R-80). Because there are a variety of housing types proposed within the development, the standards vary from one development area to another.

Commercial land uses identified in the Wood Street Zoning District are based on a combination of land uses from different commercial zones in the existing zoning code. The land uses proposed are a mixture of neighborhood-serving commercial uses, including retail, office, food sales, restaurants, and various civic activity types; land uses which are considered compatible with the higher density residential development being proposed throughout the project.

Land uses proposed for the Wood Street Development Project are included in a land use table which specifies what uses are permitted, limited subject to certain requirements (usually size), conditionally permitted, or prohibited for each development area, consistent with the format that is evolving with the re-organization and update of the City’s existing zoning code.

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

These development standards are further enhanced with design guidelines that are to be applied to future development throughout the project area. While no specific architectural style is recommended, there are guidelines for how certain architectural features should be designed. Special attention is given to new structures along Wood Street, the 16th Street Plaza and the frontage road. The guidelines emphasize physical design features that promote interaction with the surrounding neighborhoods by addressing building massing and articulation, street front openings and entries, building frontages, setback and height requirements, particularly along Wood Street. These design features are intended to promote a lively pedestrian street environment.

It is intended that development applications for proposals within the Wood Street Zoning District be processed as Preliminary Development Plans and Final Development Plans. These plans were proposed consistent with the Planned Development zoning that was anticipated to be adopted last Fall. Because the Planned Development zoning was not adopted, there is no reason to create these permits. Applications for projects within the Wood Street Zoning District can be processed under the City's current Planned Unit Development requirements with the Wood Street Zoning District as the underlying zone. The major differences between the existing PUD and the proposed PDP are as follows;

- The submittal requirements listed in the Wood Street Zoning District are more extensive than what is required under the current PUD ordinance
- Under the PUD, final development plans must be submitted within one year of preliminary plan approval; under the PDP final development plans may be submitted up to two years after preliminary plan approval

There are some variations from the existing zoning code that are proposed in the Wood Street Zoning District that will be discussed in the "Key Issues and Analysis" section of this report.

OTHER AGENCY ACTIONS

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

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

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

Regional Water Quality Control Board

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

ENVIRONMENTAL REVIEW

As mentioned previously, the public review period for the Draft Environmental Impact Report (DEIR) was from September 21, 2004 to November 15, 2004. Fifty-seven comment letters were received during the comment period. Fifteen were from government agencies, 27 were from organizations, and 15 were from individuals. Oral comments were received at the Landmarks Preservation Advisory Board public hearing on October 18, 2004 and at the Planning Commission public hearing on October 20, 2004.

Written responses to the comments received are still being prepared and compiled into the Final Environmental Impact Report (which may be published before this meeting). The FEIR and the certification of the FEIR will be discussed at a future Planning Commission meeting. This report includes an overview of the comments received during the public review period and a brief discussion on how they were addressed. These will be discussed in detail when the FEIR is completed.

A number of commentors raised issues regarding the same topics. It was decided that a “Master Response” would be prepared for the specific topic rather than repeat the response in each individual letter. Master Responses are being prepared for the following issues:

- 1: Description of the Project and its Components
- 2: Circulation and Safety around the Project Area Vicinity
- 3: Air Quality and Public Health Concerns
- 4: Cultural Resources
- 5: Economic and Social Considerations Related to the Project

Also, in response to comments, additional air quality analyses were performed on particulate matter emissions during construction, and the cultural resources section is being expanded to include more information about the historical significance of the train station. Additionally, a socioeconomic report is being prepared by Mundie and Associates to address many of the economic and social considerations raised throughout the comment period.

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION

The EIR identifies several impacts and mitigation measures which can be incorporated into the

project design to lessen or eliminate the potential environmental impacts of the Wood Street Project, seven of which are significant unavoidable impacts, and eight of which are significant impacts which could be mitigated to a less than significant level. These impacts are described in Table S-2 of the DEIR, “Summary of Impacts and Mitigation Measures” and are summarized again as follows: (See Attachment D)

Significant, Unavoidable Impacts

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

CULTURAL RESOURCES

Impacts CR-2 and CR-3: The Project would involve demolition of portions of the 16th Street Train Station, a City landmark and a designated historic structure. Loss of these portions would diminish the historical significance of the structure as a whole and would constitute a significant impact. In addition, the Project would adversely affect the historical setting and views of the Station and the 16th Street Signal Tower (See DEIR pages 3.7-21 to 3.7-26).

TRANSPORTATION

Impacts TR-8, TR-12 and TR-13: The Project would increase peak-hour average ridership at the West Oakland BART Station. The cumulative impact of the Project could increase the overall passenger volume such that BART standing capacity would be exceeded, peak-hour average ridership would be increased, and waiting time at fare gates could exceed one minute. Because the proposed mitigation measures are outside of the City’s jurisdiction and would require the approval of BART, the impacts remain significant and unavoidable. (See DEIR pages 3.4-28 to 3.4-29 and 3.4-38 to 3.4-40).

Impact TR-9: The cumulative impact of the Project would cause the signalized intersection at West Grand Avenue/frontage road to operate at an unacceptable level of service. While the mitigation measure concerning the intersection would reduce the impact of the Project, the measure is out of the City’s jurisdiction as it would require approval by CalTrans. Thus, the impact remains significant and unavoidable. (See DEIR pages 3.4-30 to 3.4-34).

Impact TR-10: The cumulative impact of the Project would cause cumulative traffic levels on a segment of northbound I-880 to exceed the City’s threshold for freeway operations. The mitigation measures proposed to reduce the cumulative freeway impact would reduce freeway operations, and Mitigation Measures TR-10.1 and TR-10.2 have been revised and augmented in the FEIR for clarification. However, even with the proposed mitigation, the impact to the roadway segment remains significant and unavoidable. (See DEIR pages 3.4-35 to 3.4-37).

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

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

AIR QUALITY

Impact AQ-1: Construction activities for the Project could result in short-term increases in emissions that could violate City and BAAQMD air quality standards. Implementation of mitigation measures identified in the DEIR to reduce construction emissions would reduce the impacts to a less-than-significant level. (See DEIR pages 3.6-12 to 3.6-14).

BIOLOGICAL RESOURCES

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

HAZARDOUS MATERIALS

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

LAND USE

Impact LU-3: The Project would not be consistent with the current General Plan land use classification and zoning districts for the Project Area. Amendments to the City's General Plan and Zoning Code, if approved, would eliminate these inconsistencies and reduce the impacts to a less-than-significant level. (See DEIR pages 3.2-26 to 3.2-27).

NOISE

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

TRANSPORTATION

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

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

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

SOCIO-ECONOMIC BENEFIT ANALYSIS

Many comments received during the DEIR public review period related to the need to conduct an analysis of socio-economic impacts of the proposed project. As staff indicated to the Planning Commission at the October 20, 2004 public hearing on the DEIR, socio-economic issues are an important part of the overall consideration of this project given the major policy changes proposed and the scale of the project. Staff believes that the physical impacts resulting from this project have been fully covered in the EIR and that the socio-economic study will provide an additional base of information and analysis upon which to review the project and the proposed policy changes. Mundie and Associates was retained to prepare the study. The final report is not yet completed, but an outline of its contents is included as Appendix E.

KEY ISSUES AND ANALYSIS

1. GENERAL PLAN AMENDMENT FROM “BUSINESS MIX” TO “URBAN RESIDENTIAL”

Issue: Are residential land uses appropriate in this location?

The project sponsors are requesting to amend the General Plan land use designation from “Business Mix” to “Urban Residential.” The current designation of Business Mix does not allow residential uses. Because the proposed project includes approximately 1,570 residential units and neighborhood-serving commercial uses, the General Plan will need to be amended to a designation that allows both higher density residential and some commercial uses. This is a major land use change than what was originally intended for this area. While residential land uses do not meet the intent of the existing “Business Mix” land use designation, this residential, mixed-use development in this location can be supported by other policies in the General Plan (refer to pages 3.2-11 to 3.2-18 in the DEIR for a discussion of policies that are consistent with the proposed Project).

Growth and Change - The *Land Use and Transportation Element* of the General Plan identifies certain areas in West Oakland for “growth and change.” The large sites are generally situated along major transit corridors and near mass transit facilities, such as the BART station. The policies for these areas are to increase residential densities and promote the transition to new land uses. Wood Street, Pine Street, and the frontage road are identified as areas where infrastructure and landscaping are needed to be improved. The Wood Street/Pine Street area was designated an area for additional employment opportunities that would support some of the “high tech” businesses that were proliferating during the late 1990s. The expansion of high tech

industries never materialized and the area remains underutilized. Due to its proximity to the freeway, and convenient access to the North Bay, South Bay, areas further inland, and San Francisco it is being looked at as an attractive place to provide infill housing and mixed use development.

Inconsistency of Existing Land Uses - Because the site is so convenient to the freeway and to other places in the Bay Area, however, it is also attractive to other trucking and transportation activities. While these manufacturing uses may be consistent with existing land uses currently on the site, they do not meet the intent of the General Plan and Redevelopment Plan to have this site developed as a high tech business park and major employment generator. Nor does the continuation of uses that rely on warehouse and truck transport uses meet the intent of other West Oakland policies that support the reduction of truck uses in the area. The essential policy questions, therefore, center around the trade-offs among providing housing to meet demand, not relying on this site for major employment generation, and whether the proposed Wood Street Zoning District will provide the means to fulfill the broader General Plan and Redevelopment Plan revitalization objectives.

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

An additional air quality analysis has been prepared for the FEIR review that addresses the potential health impacts of locating new residents in close proximity to I-880.

Staff believes that on balance, it is appropriate to support residential and mixed use development for this site. The demand for housing in Oakland has soared over the past five years. Although housing was not the intended land use for this site 7 or 8 years ago, it is an appropriate land use for the area today given the mixed use character of West Oakland, and the fact that the Wood Street Zoning District development standards will provide appropriate buffering and screening for the transition between housing and industrial uses. The site abuts existing residential development on some of its boundaries and would extend the residential uses even further. Also, the residential land use would have fewer health impacts on the West Oakland neighborhood than the existing industrial uses and would reduce the number of trucks associated with existing businesses.

There is, however, an issue of compatibility with the existing California Waste Solutions recycling facility located directly across from Development Areas 1 and 2. While the land use and Project Area site plan may be appropriate for this general location in West Oakland, there are specific issues related to portions of the Project being located in close proximity to the recycling facility. These issues are discussed further in item #5 below.

Staff Recommendation: Staff supports the request to amend the General Plan land use designation to “Urban Residential.” New residential development would be an extension of existing residential neighborhoods; would reduce the amount of truck traffic associated with existing businesses; and would improve the underutilized and blighted area. The proposed mixed use development and Wood Street Zoning District, with standards specific to the particular Project Area, provide an appropriate transition between the existing residential neighborhoods and the existing businesses in the surrounding areas. Furthermore, the tax increment generated by this mixed-use residential project could be used elsewhere in the Project Area to foster further improvements

2. OAKLAND ARMY BASE REDEVELOPMENT PLAN

Issue: Project Consistency with the Oakland Army Base Redevelopment Plan

The following text highlights major provisions of the OARB Redevelopment Plan and its implications on the Wood Street Development Project. This information is being provided to the Commission for background purposes; the Redevelopment Agency has the final authority over the use of Eminent Domain, how the Redevelopment Agency will fulfill its low- and moderate-income housing obligations, and what amendments to the Redevelopment Plan will be adopted.

A. Property Acquisition (“Eminent Domain”)

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

Staff Recommendation: Recognize that the Redevelopment Agency could approve Eminent Domain as a method of acquiring Bea’s Hotel, if requested by the Project Sponsors, and provide any comments and recommendations to the Agency accordingly.

B. Low-Moderate-Income Housing Provisions

The OARB Redevelopment Plan, per redevelopment law, contains three provisions related to affordable housing: Replacement Housing, Inclusionary Housing, and the Low and Moderate

Income Housing Set-Aside (Sections 330, 331 and 332 of the Redevelopment Plan, respectively).

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

Inclusionary Housing. The Redevelopment Plan requires that “at least 15 percent of all new or rehabilitated dwelling units developed by public or private entities or persons other than the Agency in the Project Area shall be available at affordable housing cost to persons and families of low or moderate income, with not less than 40 percent of these units made available at affordable housing costs to very low income households” as required by Community Redevelopment Law. This requirement applies to all projects “in the aggregate,” over a 10-year period, not necessarily to individual projects. The Redevelopment Agency must develop a strategy to assure that the low- and moderate-income housing unit requirements triggered by this project will be met.

This low- and moderate-income housing requirement represents some unique challenges for the OARB District. First, since this site is likely the only land area within the redevelopment project area that will be devoted to residential use, it is likely that at least a portion of the units will be located out of the area. A variety of tools and programs are available to assure that these required units can be incorporated elsewhere in the City. Future tax increment generated by the Wood Street Development Project can be used to support these efforts.

As the project proceeds through the development review process and is brought to the Redevelopment Agency for consideration of the necessary amendments to the OARB Redevelopment Plan, a set of options for meeting the low- and moderate-income housing requirements will be considered.

C. OARB Area Redevelopment Plan Environmental Impact Report (EIR) Mitigation Measures and Fair Share Requirements

In July 2002, the Commission certified the OARB Redevelopment Plan EIR. The EIR identified a package of environmental mitigations associated with the entire OARB project area; Wood Street was identified, at that time, as a sub-area. These mitigation measures relate primarily to traffic improvements, including Fair Share issues, and are referenced in the current Wood Street Development Project EIR as Appendix I. The OARB mitigation measures must be incorporated on a proportional basis to the proposed project.

Staff Recommendation: All mitigation measures identified in the Mitigation Monitoring and Reporting Program will be included as conditions of approval of the project. Specific fair share requirements will be identified at the time of consideration or project approval for the fair share cost of the proposed transportation improvements and other measures. The City and Port have been working on an overall methodology to distribute the costs based on trip generation

projections.

3. REZONING – PROPOSED WOOD STREET ZONING DISTRICT

Issue: Should a new zoning district be adopted for the Wood Street Development Project? Are the land use regulations, development standards, and design guidelines appropriate for the proposed development?

The Wood Street Zoning District is proposed exclusively for this 29.2 acre site. Although the proposed Wood Street Development involves three property owners, and is divided into five parcels and nine development areas, the intent is that all future development in the area be consistent with the Wood Street Zoning District to ensure that the large site is developed in a coordinated and cohesive manner.

As mentioned previously, the proposed zoning district specifies land uses, development standards, and design guidelines to be used throughout the project site. The land use designations are defined the same as in the existing zoning code. The land use regulations are proposed in the table format that is being drafted for the update of the existing zoning code. The land use table shows land uses that are permitted, are limited (those that are permitted up to a certain threshold, usually size), are conditionally permitted, or are prohibited.

The development standards in the zoning code are based on several zoning districts in the existing code (see Attachment F). Because there are a variety of residential building types, there are different densities for various development areas. Also, some development areas permit ground floor commercial uses below higher density residential structures, a mixture of uses which is permitted in several of the City's higher density residential zones.

The zoning district is drafted with particular attention to how the project interfaces with Wood Street, the frontage road, and the train station plaza through the creation of the Overlay Zones. The Overlay Zones specify increased setbacks and reduced heights to minimize the impact of the higher density residential structures along the street frontages. By concentrating the bulk and height of the structures toward the center of the site, the contrast between the proposed residential structures and the existing residential and commercial neighborhood surrounding the site is less pronounced. Parking structures are screened, or tucked behind buildings, to encourage pedestrian activities along the street frontages.

The Wood Street Zoning District introduces the Preliminary and Final Development Permit for project proposals. These permits were based on the proposed Planned Development Zoning District that was not approved by the City Council. Last fall, the City Council directed staff to combine the existing Planned Unit Development permit and the provisions of the Planned Development Zoning District. Staff will work with the project sponsors to revise this section of the proposed Wood Street Zoning District for consistency with the amended Planned Unit Development requirements being reviewed.

Staff does, however, have concerns with several issues proposed in the zoning district.

Parking – Residential parking for the entire development area is provided at 1 space/unit on-site with no parking provided for visitors. The project sponsors are proposing to rely on the internal public streets and the streets surrounding the development for visitor parking. While this parking standard is the same as the City's other higher density residential districts (R-50, R-60, R-70, R-80), staff believes that this standard may not be sufficient for the total number of higher density residential units proposed in the project.

Additionally, the parking space dimension in the Wood Street Zoning District is proposed at 8.5 feet x 17 feet. The regular parking space standard is 8.5 feet x 18 feet. The standard proposed in the Wood Street Zoning District is based on the S-12 Overlay Zone which permits a reduction in parking space dimensions. However, the S-12 Overlay Zone also specifies visitor parking at a ratio of 0.2 spaces per dwelling unit. Staff believes that if the S-12 Overlay Zone is to be used as the basis for the parking standards, then all standards specified in the S-12 Overlay Zone should be used, including a visitor parking ratio. Because this is a zoning district specific to the Project Area, however, staff would recommend a reduction in the standard for visitor parking to a ratio of 0.1 spaces/dwelling unit, or 1 visitor space per 10 units.

Parking standards for the commercial areas are based on the intended land use. These standards vary from 1 space/450 square feet (e.g., restaurants and food sales) to 1 space/1,400 square feet (e.g., office uses). Staff questions using different parking standards for different commercial land uses. The number of parking spaces provided is likely to be based on the first occupant of the commercial buildings. As tenants change, and the land uses intensify, the original standard may not be appropriate and the parking will then be non-conforming. Staff suggests that the project sponsors submit a Parking Management Plan for review and approval with the application for the Planned Development Permit for the commercial development. The proposed Parking Management Plan will need to take into consideration the variety of land uses that are anticipated for the area.

To increase the number of off-site parking spaces, diagonal parking is proposed along Wood Street and in some of the public areas identified within the project site near the pocket parks. Preliminary comments from the Public Works Agency did not identify this as a major concern, but staff did want to raise it as an issue for discussion. Staff requests comments from the Planning Commission regarding the appropriateness of the proposed parking layout on public roadways.

Signs – The Wood Street Zoning District proposes sign standards that are larger than those required for the same types of signs throughout the rest of the City. It is unclear why the larger signs are needed other than possible exposure to the freeway. Furthermore the signs would be placed in very close proximity to new and existing residents. Staff does not support the larger sign sizes proposed in the zoning district and recommends that the sign standards in the Wood Street Zoning District be the same as those throughout the rest of the zoning code.

Home Occupation Requirements – The Wood Street Zoning District proposes to allow residents working at home (home occupation) to hire two employees. The existing home occupation standards do not allow any employees. There are people working at home throughout the City

who have to meet the existing requirements. There does not seem to be a special need associated with home occupation uses in this location that would warrant the need for two employees.

Staff Recommendation: Staff supports the adoption of the Wood Street Zoning District for the 29.2 acre project area. The land uses, development standards, and design guidelines are appropriate for the types of land uses proposed and the location of the site. However, staff would like to recommend the following changes:

1. That the on-site parking standard be increased to provide for visitor parking at a standard of 0.1 spaces per dwelling unit and live/work unit.
2. That a Parking Management Plan be submitted for review and approval prior to obtaining a Preliminary Development Plan permit.
3. No changes to the diagonal parking on the public roadways
4. That the signs standards and home occupation standards be the same as those in the existing zoning code.

4. FIVE VESTING TENTATIVE PARCEL MAPS AND PUBLIC IMPROVEMENTS

Issue: Should the 29.2 acre project area be subdivided into five vesting parcel maps?

The project sponsors are proposing to subdivide the project area into five parcels, each owned by a separate property owner. The five parcels include the nine development areas, as shown in the table earlier in this report. All development on the five parcels, and nine development areas, would be in accordance with the Wood Street Zoning District.

Because the Project Area is not being developed by a single “master developer,” the project sponsors prefer five parcel maps to be considered separately. Because each of the parcel maps is under different ownership it is an easier way for each property owner to address his own development requirements.

This is an unusual approach to processing a project of this size, but staff understands the reasons for the request. The key issue is about how and when the public improvements will be installed. The development of the public improvements (streets, utilities, landscaping) is proposed to be governed by the design standards in Appendix A and B of the Wood Street Zoning District as well as Conditions of Approval that are placed on each of the vesting parcel maps. The details of these improvements will be included on the vesting tentative parcel maps.

While it may be appropriate for each project sponsor to be responsible for his/her share of improvements, the City must be certain that public improvements are constructed commensurate with each project and parcel in order to adequately serve the development. If the first developer must provide a greater share of improvements, there must be an agreed upon mechanism to assure the improvements will be completed.

Another issue is the phasing of the improvements to common areas that are a part of the Wood Street Zoning District. The project sponsors have assured the City that as individual development projects are approved, the project sponsors will be responsible for constructing the

public improvements as well as the internal improvements associated with the development. Agreements will need to be made among the project sponsors as to the extent of the improvements constructed per development. At a minimum, the City wants to see full street improvements adjacent to each development proposal, including frontage improvements along Wood Street and the frontage road. The project sponsors will need to prepare their own reimbursement agreements without City involvement. The City will want to ensure that the public improvements are phased properly to serve the entire site. These issues are still being resolved as the parcel maps are being reviewed and conditions of approval are being considered. Staff Recommendation: Process the five vesting tentative parcel maps for the entire Project Area and prepare conditions of approval for each map which sets forth a logical phasing plan for public improvements throughout the Project Area.

5. CALIFORNIA WASTE SOLUTIONS AND PROXIMITY OF RESIDENTIAL LAND USES

Issue: Is the residential development proposed in Development Area 1 and the warehouse conversion in Development Area 2 too close to the Cal Waste Solutions facility?

A portion of the new residential units in Development Area 1, and the conversion of an existing warehouse to residential live/work units, is directly across from the Cal Waste Solutions facility located at 1820 10th Street. This is a recycling facility that operates from 6:00 a.m. to 11:00 p.m. 365 days per year. The operation includes the arrival of approximately 60 loaded trucks and departure of 25 unloaded trucks in each 24-hour period. There is the potential for land use conflicts by constructing new housing in close proximity to the existing recycling facility.

The DEIR recognizes that exposure to odors, noise, glare from outdoor lights, and existing truck traffic from the facility would be a “nuisance,” but that exposure to existing odors and noise does not represent a physical change in the environment for CEQA purposes. Rather, the project sponsors intend to disclose the proximity to the recycling facility to new buyers so that they are aware of the situation in advance.

While the situation may not require Mitigation Measures under CEQA, staff believes that the interaction between these two land uses needs to be addressed. The illustrative site plan does not show any particular details for buffering the new residential units from the recycling facilities. However, the DEIR discusses that detailed plans for Development Area 1 and the Ice House Renovation could include buffer treatments that would minimize nuisances. Such treatments include landscaping, building orientation, access, and Title 24 Noise Abatement Measures.

Staff Recommendation: The units proposed in Development Area 1 and the proposed conversion of the Ice House to live/work lofts is in very close proximity to the recycling facility. There are several options to minimize the land use incompatibilities until the land uses change. One, increase the distance between the units in Development Area 1 that are proposed closest to California Waste Solutions and the recycling facility. Two, although not required as mitigation measures, require buffer treatments as discussed above to be incorporated in future development on Development Areas 1 and 2 as conditions of project approval on the proposed projects. By requiring buffer treatments, the nuisances emanating from the recycling facility will be less noticeable to new residents.

6. 16th STREET TRAIN STATION AND PROPOSED RENOVATIONS

A. Proposed Renovations

Issue: Should the historic 16th Street Train Station be renovated as proposed?

The historic 16th Street Train Station will be the center of the proposed project. The main hall of the train station is proposed for renovation; however, the project sponsors want to remove a portion of the building (baggage wing) and most of the elevated tracks to accommodate development to the north of the train station and the construction of the extension of 16th Street to the south. The DEIR concludes that loss of portions of the 16th Street Train Station would diminish the historical significance of the structure as a whole and would constitute a significant impact (DEIR, p. 3.7-21).

CEQA Guidelines Section 15064.5.(b)(4), Determining the Significance of Impacts on Historical and Unique Archeological Resources, states, *“A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.”*

The project sponsors have not yet submitted potentially feasible mitigations measures to mitigate the significant adverse impacts of partial demolition of the historic 16th Street Train Station. Information demonstrating the infeasibility of retaining the elevated tracks and the baggage wing, as required by CEQA, must be submitted for review in order to make required findings.

There is unanimous support for preserving and renovating the 16th Street Train Station and the Signal Tower. There is disagreement, however, about how much of the train station and tracks should remain, and how much can or should be removed. The Landmarks Preservation Advisory Board will be meeting in February to prepare a recommendation regarding this proposal.

Staff Recommendation: Prior to project approval, require the project sponsor to submit documentation that demonstrates the infeasibility of retaining the elevated tracks and the baggage wing.

B. Timing of Improvements

Issue: When should renovation of the historic 16th Street Train Station occur?

Another issue associated with the historic 16th Street Train station is the timing of the improvements. At present, renovation of the train station and signal tower is proposed during Phase 3 of the project (2008-2013). The reason for doing it then is because the project sponsor

(Build West Oakland, LLC) intends to request the use of redevelopment tax increment funds that will have been generated from the project to finance the renovation.

The project sponsor of Development Area 9 has agreed to construct and landscape the public plaza in front of the Train Station as one of the first projects to be constructed. Using private funds, project sponsors of Development Areas 5, 6 and 9 will also take measures designed to preclude further deterioration from rain and to exclude trespassers. Restoration of the Main Hall and the signal tower will occur at a later phase of project development (approximately year 2008) if the project sponsors are successful in obtaining tax increment funds from the Redevelopment Agency to finance the improvements.

Staff Recommendation: No recommendation at this time; the Landmarks Preservation Advisory Preservation Board must review.

PUBLIC COMMENTS

Fourteen letters were submitted in response to the proposed project. The letters are attached to this staff report.

STAFF RECOMMENDATION

Review and consider the issues discussed in the environmental impact report and provide comments and direction to staff regarding the proposed project and the policy issues raised in this staff report.

Prepared by:

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Major Projects

Approved for forwarding to the
City Planning Commission:

CLAUDIA CAPPIO
Director of Development

ATTACHMENTS:

- A. Figure S-1, Project Location
 - B. Figure S-2, Proposed Development Areas
 - C. Figure S-3, Illustrative Concept Plan
 - D. Table S-2, Summary of Impacts and Mitigation Measures
 - E. Outline of “Socioeconomic Benefit Analysis” Report
 - F. Table CR 3-1 “Wood Street Zoning District – Comparison with Existing Zoning Standards”
- Fourteen public comment letters