

Zoning Update Committee

March 21, 2007

*Michael Lighty, Chair
Doug Boxer
Anne E. Mudge*

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| #1 | Location: West Oakland Industrial Lands – designated area south of West Grand Avenue identified as Sub-Area 16 |
| | Proposal: Industrial Lands Policy Review: Consideration of land use changes for Sub-Area 16 of West Oakland identified in the Industrial Lands Policy Report |
| | General Plan: Business Mix, Housing and Business Mix, Urban Residential, Urban Open Space |
| | Zoning: M-20, M-20/S-4, M-20/S-16, M-30, M-30/S-4, R-36/S-16, R-60/S-20, HBX-2, OS (AF), OS (LP)/S-4, Wood Street Zoning District |
| | Action to be Taken: Recommendation to the Planning Commission on Sub-Area #16 |
| | For Further Information: Contact Eric Angstadt , Strategic Planning Manager, at (510) 238-6190 or by email at eangstadt@oaklandnet.com |

SUMMARY

This meeting is a continuation of the Industrial Land Use Policy discussion that has been taking place over the past several months. Industrial Sub-Areas 15 and 16 were introduced at the February 14, 2007 Zoning Update Committee (ZUC) meeting with the focus of the discussion on Sub-Area 15. The ZUC recommended that Sub-Area 15 remain Business Mix and that a new zoning district be drafted that is consistent with the Business Mix General Plan designation.

This ZUC meeting will focus on Sub-Area 16 south of West Grand Avenue. Sub-Area 16 is characterized by two major corridors: West Grand Avenue running east and west at the northern edge of the sub-area; and Mandela Parkway, extending north and south through the center of the sub-area. The boundaries of Sub-Area 16 are West Grand Avenue to the north; the frontage road between West Grand Avenue and 10th Street on the west; an uneven southern boundary extending from 10th Street north to 18th Street on the west side of Mandela Parkway; along Mandela Parkway on the east extending from 18th Street south to 12th Street; and an uneven boundary on the west (see Attachment A, West Oakland Industrial Sub-Area 16).

The ZUC is requested to recommend whether any land use changes should be considered in Sub-Area 16. Based on the information in this report, staff is recommending that some mixed use development, including retail, office, and residential land uses be allowed. General Plan Amendments may be appropriate to allow residential uses above the ground floor level of light industrial, custom industrial, and commercial land uses along certain corridors and under certain conditions.

BACKGROUND

As discussed in previous staff reports, the City is reviewing its industrial land use policies in response to General Plan Amendment requests throughout the City by developers and industrial and commercial businesses. Sub-Area 16 has also been the subject of discussion about whether the area should remain industrial or allow a broader mix of land uses in the same area or on the same site. The focus of this discussion is on Sub-Area 16 south of West Grand Avenue and whether some mixed use development, including residential land uses, would be appropriate.

This report will discuss the existing General Plan land use policies, the potential for zoning changes, existing physical conditions, infrastructure, existing businesses, and employment. Based on these discussions, staff is recommending that some mixed use development, including retail, office and residential land uses, be allowed in this location.

EXISTING GENERAL PLAN LAND USE DESIGNATIONS

There are four General Plan land use designations in Sub-Area 16. Approximately one half of Sub-Area 16, mostly south of West Grand Avenue and along Mandela Parkway, is designated Business Mix, similar to the land use classification to the north in Sub-Area 15. Several parcels are classified Housing and Business Mix and are situated along the southern boundary of the Sub-Area. Raimondi Park and the nearby Defremery Park/Pool Recreation Center and Wade Johnson Park are designated Urban Park and Open Space. Finally, the 30-acre Wood Street Mixed Use Development is classified as Urban Residential.

Business Mix

As discussed in the previous staff report, the **intent** of the “Business Mix” classification 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 onsite 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.

The **desired character and uses** include areas that may accommodate a mix of business such as light industrial, manufacturing, food processing, commercial, bioscience and bio-technology, research and development, environmental technology, business and health services, air, truck and rail-related transportation services, warehouse and distribution facilities, office, and other uses of similar business character.

Urban Residential

The General Plan also discusses the intent of the “Urban Residential” classification. The **intent** 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.

The **desired character and uses** are primarily residential. Mixed use buildings that house ground floor commercial uses and public facilities of compatible character are also encouraged. If possible, where detached density housing adjoins urban residential the zoning should be structured to create a transition area between the two.

Housing and Business Mix

The land use designation along the southern boundary of the sub-area is “Housing and Business Mix.” These recently designated areas are situated between “Business Mix” to the north and “Mixed Housing Type Residential” to the south. The intent of the “Housing and Business Mix” classification is to

Recognize the equal importance of both housing and business. This classification is intended to guide a transition from heavy industry to low impact light industrial and other businesses that can co-exist compatibly with residential development. Respect for environmental quality, coupled with opportunities for additional housing and neighborhood-friendly businesses is desired, as well as the transition from industry that generated impacts detrimental to residences.

The **desired character and uses** should be compatible with housing, and development should recognize the mixed business nature of the areas. Development of site specific buffers is essential as are specific conditions under which business and housing will coexist. This classification allows mixed housing type density housing, “live-work,” low impact light industrial, commercial, and service businesses, and compatible community facilities.

Urban Park and Open Space

This is the General Plan designation for the major parks in the area, as discussed above.

Adjacent land Uses

Directly south of Sub-Area 16 and west of Mandela Parkway is a large residential area designated Mixed Housing Type Residential which extends south to the BART station. The Housing and Business Mix sites to the north separate the Business Mix land uses from the Mixed Housing Type Residential land uses.

Directly south of Sub-Area 16 and east of Mandela Parkway is an area designated Urban Residential which also extends south to the BART station. These sites abut Business Mix and Wade Johnson Park to the north.

EXISTING ZONING DISTRICTS

There are several zoning districts in Sub-Area 16. There are two industrial zones (M-20, M-30); two residential zones (R-36, R-60); the recently adopted (Oct. 2006) Housing and Business

Mix zone (HBX-2); and two open space zones, OS (AF) (Raimondi Park), OS (LP) (Mandela Parkway Linear Park). Some of the areas designated M-20 and R-36 are combined with S-16, the Industrial Residential Transition Zone. Some M-20 and M-30 zones along the major corridors are combined with S-4 design review combining zone.

The S-16 Industrial Residential Transition Zone is applied to the edges of the Business Mix areas as a buffer between Business Mix and existing residential neighborhoods. New development in the S-16 areas has been primarily live/work lofts. With the recent adoption of the HBX zone, some of these areas have been reclassified to Housing and Business Mix.

Some of the existing zoning is inconsistent with the General Plan designations. For example, there is one parcel south of DeFremery Park zoned R-60/S-20, a single family home in the Oak Center Historic District within the "Business Mix" General Plan land use designation. There are several other areas zoned R-36/S-16 that are also within Business Mix. For consistency purposes, these parcels will either need to be rezoned, or the General Plan will need to be amended.

DESCRIPTION OF SUB-AREA 16

Uses of Land

An analysis of Sub-Area 16 shows that there are approximately 102 acres of land consisting of 153 individual parcels, with an average parcel size of just over 29,000 square feet. According to the Alameda County Tax Records (2005), the land is taxed according to the following classifications:

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|------------------------------------|--------------|
| Residential Uses: | 2.4 acres |
| Public Uses (including utilities): | 1.7 acres |
| Industrial Uses: | 66.5 acres* |
| Commercial Uses: | 1.3 acres |
| Vacant: | 30.8 acres** |

* Staff assumes that the Adeline Street EBMUD facility is classified as "Industrial"

** Includes Wood Street Mixed Use Development, which is under construction

Existing Conditions

Sub-Area 16, and the areas directly abutting it, already contain a mixture of land uses. Unlike Sub-Area 15 which is primarily industrial, Sub-Area 16 contains lighter industrial uses (fewer truck and container storage companies), custom manufacturing businesses, a number of warehouses, two recycling companies, commercial uses, single family homes, multifamily homes, live/work lofts, and several vacant sites and buildings.

Land uses south of West Grand Avenue and east of Mandela Parkway are primarily industrial, and abut parks along Poplar and Kirkham Streets to the east, and housing at Union and 12th Streets to the east and the south. The uppermost area includes the East Bay Municipal Utility District (EBMUD) district offices and corporation yard, including pipe storage, the 13-acre Pacific Pipe and American Steel buildings, several warehouse buildings, a coffee wholesaler, music and artist studios, auto parts wholesalers, and other commercial enterprises (e.g., an architectural glass company). The area south of 18th Street contains the former Carnation site (approximately 4 acres), which has been vacant for several years, a newspaper distribution business, metal fabrication plant, a cereal processing business and herb distributor, and a recycling business. Several commercial businesses are situated in this location and include offices for an engineering company and for non-profit organizations.

Land uses south of West Grand Avenue and west of Mandela Parkway are primarily industrial to 18th Street. Around the edge of 17th Street, from Wood Street to Peralta Street, there are older residences intermingled with commercial/light industrial facilities. The frontage along Mandela Parkway includes residential, commercial, and industrial uses. The upper portion of this section is primarily industrial and includes the Gary Steel building, a beverage manufacturing firm, a fire safety equipment manufacturer, and several commercial offices and businesses. South of Raimondi Park there are several trucking companies, a recycling facility, and Phoenix Iron Works (which is vacant). Smaller warehouses are being used for businesses such as auto body and service, computer repair, architectural and engineering offices, artisans, custom design and custom fabricators, glass and glazing shops, and an educational gymnasium. There are a number of live/work lofts in this location as well. Bea's Hotel and the Wood Street Mixed Use Development project, a combination of residential units and commercial development, is located along the western boundary of the sub-area surrounding the historic 16th Street Train Station and Plaza.

Land uses adjacent to the boundaries of Sub-Area 16 are a mix of residential, industrial, and recreational uses. To the east there is commercial development along West Grand Avenue, single family homes, the West Oakland Library, Ralph Bunche School, and Defremery Park. Located along the southern boundary of Sub-Area 16 is Wade Johnson Park, multifamily housing from 12th Street south to the BART station, and single family homes from 17th Street south to the BART station. The western boundary of the I-880 freeway and to the north of West Grand Avenue are the industrial properties in Sub-Area 15.

Infrastructure Needs

Portions of Sub-Area 16 are in need of major infrastructure improvements. There are still rail spurs, some of which are used occasionally, and others that should be abandoned. Most of the streets need to be improved. The surfaces are deteriorating, there are no drainage facilities, and there are no specific right-of-way boundaries. In some areas the pavement is inadequate and there is no designated parking, sidewalks, or street lights. The unimproved right-of-way creates opportunities for on-street truck parking and illegal dumping.

Employment Information

Data derived from the California State Employment Development Department figures show that among the following four code categories queried by staff, there are about 800 jobs in Sub-Area 16 as of 2004. (The jobs in the construction industry may be undercounted as the industry often employs many sub-contractors and informal economy workers.)

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| - Construction | 161 jobs |
| - Manufacturing | 140 jobs |
| - Wholesaling | 233 jobs |
| - Transportation | 285 jobs |
| - Warehousing | -- jobs |
| Total | 819 jobs |

Types of Businesses

Following is a summary of the types of business that are located in Sub-Area 16:

- Appliance and Computer Repair
- Auto Repair and Parts
- Business Services, including consulting, management and financial services;
- Commercial Artisan
- Construction Sales & Services
- Custom Metal Work and Glass
- Custom Cabinets
- Environmental Technology and Engineering
- Food Production
- Specialty Décor and Furnishings
- Wholesalers of Specialty Items
- Digital Media Production/Print and Recording

Trucking Uses and Facilities

Because of its proximity to the terminals of the Port of Oakland and associated rail connections, Subarea 16 (and West Oakland as a whole) play host to many trucking facilities and affiliated truck service businesses. Based on a staff field estimate from early 2006 and other data sources, it is estimated that there are 6 active trucking companies operating in Subarea 16, as well as one truck repair business. Of the six trucking firms, two maintain only an office presence (no truck parking or traffic) near 18th and Peralta Streets. Overall, these trucking related firms occupy approximately 7 acres and employ approximately 160 individuals. The largest trucking company in Subarea 16 is Roadway Express, which operates on two parcels comprising less than 4.5 acres directly across from Raimondi Park. Notably, Roadway is not a Port-related trucking firm, as it handles “location to location” hauling within California and in the western U.S.

Recycling Companies

There are two major recycling facilities located in Sub-Area 16, including California Waste Solutions at 10th and Pine, and National Recycling at 14th and Kirkham. Collectively, these two facilities comprise just over 5 acres and employ approximately 60 individuals. As with trucking land uses, direct proximity to the Port of Oakland is desirable for these recycling facilities, since much of the paper collected for recycling is exported to China and other Pacific Rim countries, and direct access translates to savings on transportation for these operators. Also similar to trucking, these recycling firms provide a critical service but are considered by many nearby residents and businesses to be less than ideal neighbors due to the visual and environmental impacts created. Both of the recycling facilities are owned by their operators.

STAFF ANALYSIS

Land Use and Transportation Element (LUTE) of the General Plan

West Oakland has been changing over the past 10 years, but not always in the direction that was anticipated in the *LUTE* when it was adopted in 1998. At that time it was assumed that there would be a minimal increase in residential development and a continuation and expansion of existing businesses. The implementation strategies for West Oakland are discussed in Chapter 4 of the *LUTE* on pages 183-192 and are attached to this report (see Attachment B).

Table 5, “West Oakland Jobs and Housing Summary,” assumes there will be a 4% increase in the residential population of West Oakland, and a 38% increase in the number of jobs. It is projected that the manufacturing sector will increase by 74%, the wholesale sector by 52%, the retail sector by 30%, the service sector by 10%, and the “other” sector by 44%.

Figure 5, “Improvement Strategies West Oakland,” includes a number of specific actions to be taken and shows areas that should be maintained and enhanced, and areas that are appropriate for growth and change. The diagram also indicates target areas for community and economic development.

Many of the strategies have already been implemented. The development of housing and business mix areas has encouraged the development of work/live lofts combining both working areas and living quarters. The improvements to 7th Street, the HOPE VI housing projects at Mandela Gateway and Chestnut and Linden Streets, constructed by BRIDGE in partnership with the Oakland Housing Authority, have contributed to the implementation of the transit village around the West Oakland BART station, thereby increasing housing opportunities in the area. The completion of the Mandela Parkway and linear park is probably one of the most significant improvements to West Oakland, extending from the BART station to Emeryville.

While the *LUTE* did not anticipate a strong growth in housing in the area, there are policies included that encourage residential development. There are policies that support the stabilization of existing neighborhoods with the encouragement of infill housing on vacant lots. Policies are also included which encourage urban density housing along West Grand Avenue and hybrid housing types along Mandela Parkway and 14th Street to fill vacant commercial areas. These policies were clearly intended to bring more people to the area.

Other actions have been taken that increase the number of housing units and population in West Oakland. Although not anticipated at the time, the approval of the Wood Street Mixed Use Development, a 1,557 unit residential and commercial development, not only increases the number of housing units and the population in the area, it also contributes to the infrastructure and landscaping improvements along Wood and Pine Streets, as well as the rehabilitation and adaptive re-use of the 16th Street Train Station. These are all implementation objectives stated in the *LUTE*. Furthermore, approximately 30 acres were converted from Business Mix to Urban Residential replacing the heavy truck usage and container storage that has been occurring on the Wood Street site for a long time. The Wood Street Development also includes approximately 28,000 square feet of commercial retail development to accommodate new and existing residents in the area.

While there has been public investment in the physical improvements (Mandela Parkway, Memorial Park, Raimondi Park), and public and private investment in the new residential development, there has not been much re-investment in the industrial and commercial businesses. Very few property owners have made improvements to their sites. Few businesses have expanded. Several large sites sit vacant and have been listed “for sale” for many years. The area still contains a good number of jobs, but some of the jobs are changing from the traditional manufacturing jobs that have been customarily located in the area to jobs like custom manufacturing, artisan studios, and professional services.

With the implementation of a number of the strategies listed in the *LUTE*, West Oakland has become a more desirable location for people to live and for financial investment. Recent housing production has resulted in more pressure to convert some of larger historically industrial sites to housing. Recognizing that there is a need to preserve spaces for jobs, to meet the demand for residential development, and to encourage more private investment and improved public amenities in the area (parks, schools, library) there is justification to broaden the allowable land uses in the area to take advantage of these opportunities.

Staff believes the most viable areas may be concentrated along four intersecting corridors leaving the majority of the land available for light industrial and commercial uses. These corridors will provide axes that intersect the area and re-establish connections for the community.

The strategy diagram shows both West Grand Avenue and Mandela Parkway as growth and change areas. Intensifying and broadening the uses along these corridors with commercial or light industrial uses on the ground floor with direct access to the main arterials, and residential above or behind the commercial and light industrial uses would encourage re-investment and establish the population necessary for retail commercial to be successful. There are several large parcels along the Mandela Parkway alignment which would allow the opportunities for good site planning to be able to mix and combine those uses.

General Plan Amendments

The General Plan includes language acknowledging that situations change over time and that the Plan must be responsive to these changes. It states that the “General Plan is designed to function as a living document, and to be continuously used as a tool to guide public and private

action through regulations and investments.” It further states that, “Recognizing that community values and conditions change, adoption of the Element is not viewed as the end of the planning process. Regular monitoring and refinement of the details of the Implementation Program will be needed to ensure that the plan is responsive to changing conditions, and to track the effectiveness of implementation efforts.”

As mentioned previously, there have been two General Plan Amendments approved in Sub-Area 16 over the past two years. A General Plan Amendment was approved for the Wood Street Mixed Use Development in 2005 from Business Mix to Urban Residential. A General Plan Amendment was also approved in 2006 for several parcels along the southern boundary of Sub-Area 16 from Mixed Housing Type Residential to Housing and Business Mix. These General Plan Amendments were approved because it was recognized that the conditions in the area were changing.

Proposed Land Use Strategy for Sub-Area 16

There are several competing policy strategies that have been mentioned for Sub-Area 16. The first of these strategies is to maximize retention of industrial uses in the area. This approach suggests leaving the entire area in its current Business Mix General Plan designation and rezoning areas to the “best fit zones” indicated in the General Plan conformity guidelines. There are four zones listed as potential best fit zones in those guidelines; C-60 City Service Commercial, M-10 Special Industry, M-20 Light Industry and S-3 Research Center. None of these zones permits, or conditionally permits, residential components. Most of Sub Area 16 is currently zoned M-20 and M-30. M-30, General Industrial, is listed as an “other possible zone” for Business Mix General Plan areas. If the maximum retention of industry strategy is recommended, retention of the M-30 zones or rezoning M-30 areas to M-20 would need to be implemented.

Staff is not recommending this strategy because it is not compatible with the full extent of the General Plan objectives for this area. Specifically, the Mandela and West Grand corridors are listed as growth and change areas. The text of the West Oakland section of the *LUTE* calls for increased commercial opportunities and urban housing densities along these major corridors.

An alternative strategy would be to recognize and accelerate the changes that have taken place in the area since the adoption of the General Plan. Two major residentially oriented General Plan amendments were detailed earlier. These are indicative of the pressures to convert industrial land to residential land both here and in other parts of the city. This strategy would recommend further General Plan amendments to residentially oriented designations to allow more areas of Sub Area 16 to be converted to residential activities.

Staff is also not recommending this strategy because it, also, is not compatible with the full extent of the General Plan objectives for this area. The General Plan mentions continuing and retaining the existing industry, especially in the core areas away from nearby residential activities. The General Plan also is clearly in support of industrial revitalization of this area primarily with lower impact industries.

The strategy staff recommends is a hybrid of the earlier two approaches. Based on the above discussion, staff believes that there is a viable framework to make rational land use changes in Sub-Area 16 in ways that retain industry, promote reinvestment and increase the chances for revitalization given the changes that have been adopted during the past four years. These recommendations are also consistent with the S-16 Industrial-Residential Transition Combining Zone Overlay and the recently adopted Housing and Business Mix (HBX) zoning district. The area is slowly transitioning to a mix of residential, light industrial and commercial uses as more people live and work in the area. With the departure of many of the heavy truck-related industries, other uses such as light and custom industrial, and retail and office uses, would be appropriate. Staff does not believe, however, that residential uses should replace or overtake existing light industrial and commercial job opportunities. Rather, residential uses should be allowed along the West Grand Avenue and Mandela Parkway corridors and only when the following criteria are met:

- (1) the proposed development project includes a large amount of industrial and commercial space which contributes to the job base in the area;
- (2) the proposed project demonstrates that the land uses are compatible by including operation and performance standards to ensure compatibility between the non-residential and residential uses;
- (3) the proposed project includes adequate buffering between the land uses;
- (4) the proposed project provides, or contributes to, public amenities in the surrounding area such as landscaping, improved pedestrian paths, lighting and safety features for existing and new residents and businesses.

For example, the improvements to Mandela Parkway, a growth and change area, make it attractive for several types of land uses. As the major route between West Oakland BART and Emeryville, the parkway could accommodate commercial development along its frontages and allow the continuation of limited residential development from the West Oakland BART station to West Grand Avenue, above or behind the ground floor commercial.

In recognition of the new freeway on-ramp, West Grand Avenue, another growth and change corridor, is now one of the direct routes from West Oakland to San Francisco. The *LUTE* states that the City should, "Take steps to market and promote the Avenue's commercial and urban housing potential." West Grand Avenue, the major access road to the freeway, should remain a commercial corridor. Like Mandela Parkway, housing could be encouraged above the commercial uses or behind, but not on the ground floor level. This strategy would extend the commercial uses on West Grand Avenue to the east of Sub-Area 16 to the freeway.

Other components of this hybrid strategy include the likely rezoning of existing M-30 in Sub Area 16 to M-20 to lessen impacts of heavier industrial activities. The interior areas in M-20, and those areas that would become M-20, would be retained exclusively for business uses. The mixed use focus would be on the Mandela Parkway and West Grand Avenue corridors. Staff also recommends use of the S-16 overlay zone along 18th Street to provide a potential cross corridor link between the parks which will also facilitate movement between residential areas from Wood Street over to the neighborhoods to the east. The Mandela Parkway, West Grand

Avenue and the proposed cross corridor along 18th Street would help knit together the West Oakland Transit Village, the Wood Street developments, the large parks in Sub Area 16 and the Community Center.

Community Connections

This proposed strategy could strengthen the connections in the community. Commercial development would be focused along the major transportation corridors and connect to each other (7th Street and West Oakland BART to Emeryville; commercial areas along West Grand Avenue to the freeway and to Mandela Parkway). The residential development to the east, south and west could be joined by a series of pedestrian routes which link to the parks, schools and library. Future pedestrian improvements to the area should focus on connecting the parks and schools, strengthening the residential character of the neighborhood, and providing opportunities for convenient and safe access to commercial opportunities. In turn, these improved corridors could be linked to others, creating clear, well-designed, adequately lit, and safe pedestrian and bicycle corridors.

Retail Strategy

The City has recently hired a consultant to prepare a citywide retail strategy. One of the areas of focus is the Mandela Parkway. Staff's recommendation for commercial along Mandela Parkway and West Grand Avenue is consistent with the focus of that study.

Mayor Dellums' Housing Task Force

The Dellums Housing Task Force majority Report, December 2006, includes a policy that states,

The City should limit the conversion of industrial land to ensure that economic development opportunities can be created to increase jobs and incomes.

This policy should be carried out according to the following guidelines:

2. Permit conversion to residential use only if:
 - Zoning controls allow for preservation of light industrial uses that are compatible with housing.
3. Prohibit conversions of land in the Mandela Parkway and San Leandro corridors other than in exceptional circumstances in order to ensure that Oakland retains enough industrial land to provide badly needed jobs in those areas.

Staff believes that the proposed land use strategy for Sub-Area 16 is not in conflict with these guidelines. Residential land uses are not replacing industrial land uses, nor is industrial land being converted to residential uses. What is being proposed is consistent with No. 2 above – allowing limited residential uses in light industrial areas and ensuring that the two land uses are

compatible, meet community design standards and operating criteria, provide reinvestment and improvement of infrastructure, while sustaining business development and job opportunities.

Industrial Policy Review

Staff believes that the recommendations in this report support the evolution of land use practices in the area and support an economic development strategy for West Oakland. The area has been slowly changing to broader, more intensive land uses. There is interest in converting some of the larger buildings and warehouses to smaller industrial users, thereby increasing the number of jobs on the site and adding value to the area. With the introduction of residential development, there is a re-investment in the area that could not be as readily accomplished with industrial and commercial land uses alone. None of the land currently being used for job-producing activities would be removed, and with modernized buildings and infrastructure, the job opportunities could increase.

The ability to modernize the infrastructure and intensify the mixture of uses would likely provide incentives to attract vibrant new industries such as offices, light and custom manufacturing, research and development, and commercial and retail uses, for example. With more people in the area, some of the public safety issues can be addressed. These changes could make the area more desirable and suitable for a still broader array of uses.

PLANNING PROCESS

The ZUC will make a recommendation to the Planning Commission on all 17 industrial Sub-Areas that have been studied (remaining Sub-Areas include 8, 9, 10). The Planning Commission will consider the City-wide recommendation at one time and then forward its recommendation to the City Council. It is anticipated that this will occur in late spring and early summer 2007.

STAFF RECOMMENDATION

Based on the discussion in this staff report, staff is recommending that the Zoning Update Committee consider requests for General Plan Amendments in Sub-Area 16 which broaden the allowable land uses. The areas for consideration should focus on the major transportation corridors (West Grand Avenue, Mandela Parkway) consistent with the implementation strategies specified in these growth and change areas of the *LUTE*. The requests for General Plan Amendments should be considered on a case-by-case basis with the appropriate level of environmental review.

ACTION REQUESTED OF THE ZONING UPDATE COMMITTEE

Staff recommends that the Zoning Update Committee recommend to the Planning Commission that residential land uses be allowed in certain areas of Sub-Area 16 and that requests for General Plan Amendments be considered on a case-by-case basis subject to the criteria specified in this staff report.

Prepared by:

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Approved for forwarding to the
Zoning Update Committee of the
City Planning Commission

CLAUDIA CAPPIO
Development Director

ATTACHMENTS:

- A. Existing General Plan and Zoning Map
- B. Excerpt from the General Plan – West Oakland Implementation Strategies