

## ATTACHMENT B- GENERAL PLAN AMENDMENT CRITERIA

### **Criteria for Conversions of Industrial Land to Residential Uses**

#### 1. General Plan –Consistency with Other Elements of the General Plan

- a. A project should fulfill other essential policies of the General Plan and should be able to support the attainment of other general plan goals for the adjoining neighborhood and not merely support a singular development project.
- b. The location of the proposed residential structures should not be within 100 feet of an industrial designated zoning district.

#### 2. Economic Benefit

- a. The project will not be located on lands that otherwise could be feasibly continue or be re-developed in a commercial/industrial scenario.
- b. The conversion shall not deprive any business which a) employs over 20 persons or which b) significantly contributes, as a direct supplier, to the successful operation of other Oakland businesses; or, c) which is a high priority for locating with proximity to the Port of Oakland, or d) take away the right of a business, which has been in its location prior to 1998 (adoption of the City of Oakland General Plan), to operate in a manner that is consistent with other aspects of the City of Oakland Zoning Code.

#### 3. Nuisance Disclosures

Nuisance Disclosures and Easements (acknowledgement of the area as an industrial area prior to a project-specific rezoning to non-industrial uses) shall be required of every occupant, through residential and commercial lease agreements, or through a notation on the grant deed (Notice of Limitation) to the property.

#### 4. Environmental Quality

The proposal shall provide a quality residential environment and shall include sufficient mitigations and buffering within the project to mitigate the negative impacts from existing legally-operating businesses in the adjoining area. Mitigations shall include, but not be limited to any of the following buffering facilities or approached:

- a. Commercially-oriented development or facilities, including as Work Live facilities at the edge between the proposed residential development and adjacent industrial or commercial uses.
- b. Buffers of at least 100 feet between other such existing businesses and the new residential development. The buffer distance shall include alleys, streets, greenbelts or other non-private non residential activities.
- c. Solid walls of at least 12 feet in height and a setback of at least 25 feet between an active business and any industrial activity including yards, constructed in a manner to deflect ambient glare, extraordinary air particulates, emissions and noise from the existing businesses towards new development

#### 5. Social Equity and Community Benefit

The proposal shall promote social equity and if residential, the project shall integrate into the fabric of the existing adjacent residential community, and should relate overall new development site planning with access to public parks and facilities.

#### 6. Transportation Modes and Transit Oriented Development-

- a. Sites that allow direct access to a city truck route, rail spur or other means of direct freight and cargo access should not be converted and be protected as contributing to the essential operations of the local economy. Such sites should not be converted.
- b. New development should promote the use of alternative modes of transit and pedestrian/cyclist amenities for access over private vehicle use, while not interfering with ongoing use of existing streets for commercial vehicles and trucks.
- b. Streetscape improvements triggered by any new development shall be planned to accommodate on-going freight and truck-based cargo travel on any City-designated Truck Route.

