Tonight’s Hearing and Options for Planning Commission

• Hear public comment on Coliseum Area Specific Plan and EIR
• Take Planning Commission and public comment
• Vote to continue item to March 11 Special Meeting
Draft Specific Plan

Draft released on August 22, 2014, and Final Draft Specific Plan released on January 30, 2015:

- Documents a new vision for the Coliseum Area
- Provides a detailed framework for new development in the Coliseum Area, through a flexible plan, over the next 20 to 25 years
- Establishes land use policies and informs changes to the area’s zoning designations
- Proposes implementation measures, and new Zoning and General Plan amendments
Community and Economic Development Benefits

Support the Coliseum Master Plan’s vision of:

- **Up to three** new multi-functional sports and entertainment venues and abundant restaurant and retail offerings
- **Up to 20,000 new jobs**
- Increased opportunities for existing businesses in the Coliseum area
- **Up to 12 million square feet** of new commercial and business space--generates fees
- Up to 5,750 housing units and **up to 10,200 new residents -- could generate fees**
- **Up to 25 acres** of new parks, trails and restored natural habitat
Development with the Plan includes:

- **20,000 new permanent jobs**, across a wide-range of industries
  - 50% of the new permanent jobs estimated to be entry-level, mid-level and blue-collar occupations not requiring higher education
  - Plan focuses on retaining existing businesses, and increasing traditional employment sectors
  - Local hiring and job-training policies

- **24,000 total new construction jobs** are estimated to be created

- **2,300 current jobs could be lost if all three sports teams leave**
Coliseum Plan Area and Sub-Areas

- Covers 800 acres
- Five Sub-Areas:
  - A: Oakland-Alameda County Coliseum complex and Coliseum BART Station;
  - B: Oakland Airport Business Park (Elmhurst Creek to Damon Slough);
  - C: Oakland Airport Business Park (Elmhurst Creek to Hegenberger Rd);
  - D: Oakland Airport Business Park (San Leandro Creek to Doolittle);
  - E: EBMUD and City of Oakland-owned land (Damon Slough and East Creek Slough)
Scenario #1

New Stadium and Ballpark + Renovated Arena
Scenario #1
**Scenario #2**

New Stadium and Ballpark + Existing Arena
Scenario #2
Scenario #3

New Stadium or Ballpark + Existing Arena
Scenario #4

Existing Arena
Future BART Station and Transit Hub
Most of the Plan Area is mapped in the Land Use and Transportation Element (LUTE) of the Oakland General Plan:

- “Community Commercial” (Coliseum BART)
- “Regional Commercial” (Coliseum District and Hegenberger Corridor)
- “Business Mix” (Airport Business Park)

Sub Area E is in Estuary Policy Plan - “Light Industrial 3”, “General Commercial 2” and “Parks”
Originally Proposed General Plan Amendments

To allow the envisioned developments, the following lists the originally proposed General Plan map amendments and a proposed correction:

- Change “B”: San Leandro Street to “Community Commercial"
- Change “I”: north Business Park to “Regional Commercial”; City collaboration with Port of Oakland on Land Use Jurisdiction in Business Park
- Additional gateway area (“A”) at Hegenberger overpass and San Leandro Street would become “Community Commercial” (from “Business Mix”)
Alternative General Plan Proposal

- New General Plan amendments in Sub-Areas A, B, and E.
- No changes to areas C and D.
- Edgewater Seasonal Wetland:
  a) Could be mapped with Sub-Area B as Regional Commercial
  b) Could keep existing Business Mix
  c) Could be mapped as Urban Open Space
Existing Zoning Map
Originally Proposed Zoning Map

- City of Oakland Planning Code only applies to Sub Areas A & E and portions of B
- Proposing the creation of new “D-CO” zones 1-6
- Proposing zoning map changes to allow major sports facilities and new residential and commercial uses; and could conditionally permit residential and retail on a portion of the San Leandro Bay waterfront.
- Open Space (OS) map changes clean up industrial zoning at waterfront from 1960’s
Alternative Zoning Map Proposal

- New Zoning mapped in Sub-Areas A, B and E.
- No changes to Sub-Areas C and D.
- Edgewater Seasonal Wetland:
  a) Could be rezoned to D-CO-3
  b) Could keep existing IO zoning
  c) Could be rezoned to OS Open Space zoning
Proposed Zoning Map Changes: D-CO-1

- Mapped at Coliseum BART parking lot, and on San Leandro Street (ID #s 1 & 3)
- Also mapped on two blocks of 75th Avenue, between San Leandro and Hawley (ID # 2)
- D-CO-1 replaces current S-15 zone (BART parking lot) and CR-1 zone (San Leandro Street)
- Permits higher-density residential, mixed use developments, concentrates new development near transit
Proposed Zoning Map Changes: D-CO-2

- Mapped at Oakland-Alameda County Coliseum site, and neighboring property (ID # 4)
- D-CO-2 replaces current CR-1 zone
- Would permit higher-density residential, mixed use developments, and the new sports and entertainment venues
- Also permits a broad spectrum of employment activities
Proposed Zoning Map Changes: D-CO-6 and OS

- D-CO-6 mapped on land owned by EBMUD, between Damon Slough and East Creek Slough, along Oakport Street (ID # 26)
- D-CO-6 replaces current M-40 zone
- OS zone would be mapped on land owned by City (ID #25, 27) and also a portion of land owned by EBMUD (ID #3, lower map)
- OS zone replaces current M-40 zone
Final EIR

- Final EIR released February 20, 2015

- EIR Contents:
  - Master Responses to Recurring Comments
  - Written Comments on the DEIR and Responses to those Comments
  - Responses to Verbal Comments Made at Public Hearings on the Draft EIR
  - Revisions to Draft EIR

The Final EIR complements and adds to the Draft EIR, does not replace it.
Final EIR

- Final EIR Chapter 7 “Revisions to Draft EIR”: new language in:
  - Chapter 3: Project Description
  - Chapter 4.2: Air Quality
  - Chapter 4.3: Biology
  - Chapter 4.4: Cultural Resources
  - Chapter 4.9: Land Use and Planning
  - Chapter 4.10: Noise
  - Chapter 4.11: Population, Housing and Employment
  - Chapter 4.12: Public Services and Recreation
  - Chapter 4.13: Transportation
  - Chapter 4.14: Utilities
Revised Mitigation Measures

At the Port’s request, the City revises mitigation measure MM Land 7-A:

• MM Land-7A: No structure that exceeds 159.3 feet above mean sea level, or otherwise exceeds the applicable Part 77 surfaces of the Oakland International Airport Land Use Compatibility Plan will be approved by the City unless such a structure has been reviewed by the FAA in accordance with FAR Part 77 and the City receives:

  a) An FAA finding that the structure is “No Hazard To Air Navigation” and would not result in the FAA altering, curtailing, limiting, or restricting flight operations in any manner; and an ALUC determination that the proposed structure is consistent with the December 2010 Oakland International Airport Land Use Compatibility Plan (ALUCP); and

  b) Agreement from the applicant to mark and light that structure in a manner consistent with FAA standards.
Revised Mitigation Measures

Two additional mitigation measures added, responding to Landmarks Board comment:

• **MM Cultural 1A-4: Oral Histories.** Oral histories shall be collected from people who have had a prominent role in those significant cultural events that occurred in the Coliseum and or Arena since these facilities were originally constructed.

• **MM Cultural 1A-5: Comprehensive Written Document.** A historical resource documentation effort shall be conducted involving a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products.
Revised Mitigation Measures

Existing mitigation is modified:

- **MM Cultural 1A-3: Financial Contribution.** If the Oakland Coliseum and/or Arena are demolished, project applicants shall make a financial contribution to the City of Oakland to be used to fund historic preservation projects within or in the vicinity of the Coliseum district, as described below.

  a) The financial contributions can be applied to the programs such as a Façade Improvement Program or Tenant Improvement Program, applicable in East Oakland; and

  b) The Landmarks Preservation Advisory board may recommend a monetary value or a formula for assessing the amount of financial contribution for the City Council's consideration, but the amount of any such contribution shall be as negotiated between the City and the developer(s), as ultimately determined by the City Council. Mitigation shall be provided as financial and/or cultural enhancement. Such contribution shall be commensurate with the cultural value of the Coliseum. The level of contribution shall be, to the maximum extent feasible, based upon financial information to be provided by the applicant (such as pro forma information or other comparable information), the City and upon other relevant factors determined by the City; the dollar amount of the financial contribution shall be based, as applicable, on mitigations from other similar historic demolitions in the City of Oakland, after a survey is done of comparable projects, and the amount of those mitigations is determined; the HABS mitigations as specified in the EIR are to be completed; the City and/or developer(s) to conduct community outreach to capture cultural significance, under Criteria 1 and 2 per Preservation Bulletin 22, and publically disseminate the results (see MM 1-4 and 1-5, above).
Key Issues

- Land Use Jurisdiction
- Zoning Bifurcation
- Residential in Business Park
- Edgewater Seasonal Wetland
Land Use Jurisdiction

The City of Oakland and Port of Oakland have separate land use jurisdictions:

• City of Oakland Planning Code only applies to Sub Areas A and E and portions of B.

• Port of Oakland Land Use Development Code applies to the majority of the Airport Business Park, and the west side of Hegenberger Rd.

• East Bay Regional Parks District owns MLK Regional Shoreline Park

• SF Bay Conservation and Development Commission (BCDC) ensures public access to the waterfront
Concerns from businesses about the potential impact of new zoning on Business Park companies. In response, the City is considering:

- Only rezoning Sub-areas B and E and not rezoning Sub-areas C and D at this time

Concerns from Regional Water Board, East Bay Parks and other agencies and interested parties about the rezoning of the Edgewater Seasonal Wetland. In response, the City is considering:

- Rezoning to the new D-CO-3 zone;
- Keep existing IO zoning; or
- Rezoning to Open Space (OS)
The City leases for $1 land from the Port of Oakland for the Edgewater Corporation Yard.

Port cannot develop this property for residential uses without removing it from State Tidelands Trust, such as a sale of the property.

Coliseum Specific Plan and EIR consider this property for 1,750 residential units in the future. Proposed zoning would conditionally permit housing.

Concerns from Business Park owners and Port about new residents this close to Airport and light industrial businesses.
Edgewater Seasonal Wetland

- 8 acres of land adjacent to Damon Slough, owned by East Bay Regional Parks District.
- A restored wetland, the product of a mitigation with the Port of Oakland, public agencies and environmental groups.
- The Coliseum Master Plan envisioned development on the Edgewater Seasonal Wetland, with a swap for 16 acres of EBMUD land which would be restored as wetland.
- Responding to Agency and public criticism of this new development, the City’s revised Specific Plan has removed recommendation for residential zoning on the seasonal wetland.
Next Steps

Upcoming Public Hearings and Meetings to consider adopting Final Plan and EIR:

- Advisory Boards: Alameda County Airport Land Use Commission
- Hearings at the Planning Commission on *March 4th and March 11th*
- Alameda County Airport Land Use Commission on *March 18th*
- City Council hearings:
  - *March 24th* (CED Committee)
  - *March 31st* (Full Council: First Reading of Zoning; Adoption of Specific Plan; Adoption of General Plan Amendments and Certification of EIR)
  - *April 21st* (Full Council: Second Reading of Zoning)