

Location:	Oak Street to Ninth Avenue Approximately 64.2 acres bounded by Embarcadero Road, the Oakland Estuary, Fallon Street, and 10 th Avenue. Assessor Parcel Numbers: various
Proposal:	Public hearing to receive comments on the Draft Environmental Impact Report related to a new mixed use development which includes up to 3,100 residential units, 200,000 square feet of ground-floor commercial space, up to 3,950 parking spaces, 28.4 acres of parks and public open space, two renovated marinas (total 170 boat slips), and a wetlands restoration area. The existing buildings on the site will be demolished with the exception of a portion of the Ninth Avenue Terminal shed building and the Jack London Aquatic Center.
Applicant:	Oakland Harbor Partners (Signature Properties & Reynolds and Brown)
Contact Person/Phone Number:	Michael Ghielmetti, Signature Properties (925) 463-1122 Dana Parry, Reynolds and Brown (925) 674-8400
Owner:	Port of Oakland
Case File Number:	ER 04-0009
Environmental Determination:	Draft Environmental Impact Report was published for a 54-day review period (September 1, 2005 to October 24, 2005)
Historic Status:	Ninth Avenue Terminal – Oakland Cultural Heritage Survey Rating A; City of Oakland Landmark Status Pending
Service Delivery District:	Downtown Metro and San Antonio 3
City Council Districts:	2 – Pat Kernighan, 3 – Nancy Nadel
Action to be Taken:	Receive public and Commission comments on the Draft Environmental Impact Report
For Further Information:	Contact project planner Margaret Stanzione at (510) 238-4932 or by email at mstanzione@oaklandnet.com

SUMMARY

The purpose of this hearing is to provide an opportunity for the Parks and Recreation Advisory Commission (PRAC) and the public to review the information in the Draft Environmental Impact Report (DEIR) and provide comments on the specific information, issues and analysis contained in the document.

An Environmental Impact Report is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of a proposed project, to recommend mitigation measures to lessen or eliminate adverse impacts, and to examine feasible alternatives to the project. The information contained in the EIR is reviewed and considered by the City prior to the ultimate decision to approve, disapprove, or modify the proposed project.

The project will add 20.7 acres of new waterfront open space in addition to the 7.7 acres already existing at Estuary Park and the Jack London Aquatic Center for a total of 28.4 acres. The City’s Zoning Ordinance requires a Conditional Use Permit for all new parks and open spaces. The PRAC is charged with reviewing these new facilities and making recommendations to the Planning Commission and City Council concerning the types of facilities and uses that are

consistent with the City's General Plan Open Space, Conservation and Recreation Element and the OS-Open Space zoning designations. The DEIR will be used by the PRAC and other decision-makers as one source of information when considering these recommendations.

The project proposes the redevelopment of an industrial area for a new mixed use development which includes up to 3,100 residential units, 200,000 square feet of ground-floor commercial space, up to 3,950 parking spaces, 28.4 acres of parks and public open space, two renovated marinas (total 170 boat slips), and a wetlands restoration area. The existing buildings on the site will be demolished with the exception of a portion of the Ninth Avenue Terminal shed building and the Jack London Aquatic Center.

The Draft Environmental Impact Report was released on September 1, 2005 for a 54-day public review period ending on October 24, 2005. After the DEIR public comment period closes, all comments received will be responded to in the Final EIR along with any clarifications, corrections and minor changes. Thereafter, the PRAC, Planning Commission and City Council will use the information contained in the EIR during their deliberations about the project.

This report will focus on the issues pertaining to parks and open space. The staff report prepared for the Planning Commission Public Hearing on September 28, 2005 is attached to this report. It describes the Project Background, the Project Site and Surrounding Area, the Project Description, an Overview of Required Approvals necessary for the project, the Planning Process to Date, a brief discussion about the General Plan and Zoning, a summary of the Environmental Review and the Significant and Unavoidable Impacts (mainly Transportation, Circulation, and Parking; Noise; Cultural Resources; Air Quality and Meteorological Conditions); Project Alternatives, Key Project and Environmental Issues, and the Proposed Review Process.

The PRAC is requested to take any public testimony and to comment on, or submit questions about, the DEIR or the project.

PROJECT DESCRIPTION

OHP is proposing to redevelop 64.2 acres of waterfront property by converting an underutilized, maritime and industrial area into a mixed-use neighborhood with residential, retail/commercial, open space, and marina uses. The majority of existing uses and structures on the project site would be demolished. Approximately 28.4 acres (or 44%) of the site would be developed with parks and open spaces, including the existing Estuary Park and Jack London Aquatic Center.

The project would consist of approximately 3,100 residential dwelling units (a mix of flats, townhomes, and lofts) on 13 separate development parcels. Approximately 200,000 square feet of ground-floor retail/commercial space would be distributed throughout each of the 13 development parcels and would be designed to provide a variety of active retail, restaurant, service, and small office uses to support the new residential neighborhood and serve visitors to the site.

A maximum of 165,000 square feet of the existing 180,000 square-foot Ninth Avenue Terminal building and a portion of its existing wharf would be demolished to create the largest (9.7 acres) of a series of interconnected parks and waterfront space. The project would retain a minimum of

15,000 square feet of the Terminal's original bulkhead building envisioned to contain a variety of uses consistent with the Tidelands Trust. A continuous public pedestrian trail and Class I bicycle facility along the entirety of the project's waterfront would also be created as a segment of the Bay Trail.

Building heights would range from six to eight stories (up to 86 feet) in height, with high rise tower elements of up to 24 stories (240 feet) on certain parcels. A variant to the project allows consideration of increased maximum building heights from 86 feet to 120 feet on certain development parcels.

The project would rebuild and expand the existing Fifth Avenue Marina and Clinton Basin Marina, which would entail dredging activities and straightening the existing undulating and unprotected condition of Clinton Basin's shoreline. The project would improve the existing shoreline along the project site with varying treatments, including marsh habitats, the riprap, and bulkhead walls.

The project would provide a total of approximately 3,950 onsite parking spaces: about 3,500 in enclosed parking structures, about 375 spaces along public streets within the project area, and about 75 spaces in surface lots in proximity to the proposed open space areas, primarily for use by park and marina users.

Site Access

The Embarcadero along the project site would be improved and widened into a parkway that would be landscaped to provide a distinctive northern edge to the project and provide some level of screening of the adjacent above-grade portion of I-880. Eight intersections along the Embarcadero are proposed to be improved in order to allow for safe and efficient circulation to and from the project site. The continuation of 5th Avenue, currently the only through connection from north of the Embarcadero (due to the existence of the Union Pacific railroad tracks and I-880) would be improved to become one of the main entrances to the central portion of the development.

The site would also be accessed from its estuary frontage from boats through the marinas, and by the Bay Trail, and based on currently-adopted City plans and projects that will create new waterway and pedestrian connections between Lake Merritt and the Estuary, the project site would be accessible from the north via Lake Merritt Channel once such future projects are implemented. Existing waterfront pedestrian paths are available from the west and the east.

Site Remediation

The site's soil and groundwater contain varying levels of contamination due to previous onsite and offsite manufacturing and industrial activities. Existing contaminants include volatile organic compounds (VOCs), polycyclic aromatic hydrocarbons (PAHs), metals, and petroleum hydrocarbons and gasoline, diesel, and motor oil. The project sponsor will be responsible for cleaning up the site to the thresholds established for residential occupancy in accordance with all applicable laws and regulations under the direction of the California Department of Toxic Substances Control.

Proposed Parks, Open Space and Trails

As described in Section III of the DEIR, pages III-16 through III-19, a mix of active and passive parks and open spaces would be integrated into the project. This includes approximately 20.7 acres of new and permanent public open space (not including the existing Estuary Park and Jack London Aquatic Center) that would be designed as a series of interconnected parks and waterfront spaces to provide a variety of recreational opportunities. Potential uses include informal green spaces for passive recreation, playgrounds, picnic areas, and gardens. These improvements would include the continuous public pedestrian trail and Class I bicycle facility along the entirety of the project's waterfront, linking an existing Bay Trail segment that currently ends at Estuary Park to Brooklyn Basin. The trail would also follow both sides of Lake Merritt Channel, crossing east-west over Lake Merritt Channel Bridge (over the Embarcadero), and allow for extensions of future City projects intended to improve connections between Lake Merritt and the estuary. The trail would accommodate pedestrians and bicycles and a variety of users within a maximum 40-foot wide right-of-way along the waterfront of the project site. Please refer to DEIR page III-17, Figure III-7, Proposed Shoreline Parks Network.

Shoreline Park/Ninth Avenue Terminal Bulkhead Building - (9.74 acres)

The project would demolish a maximum of approximately 165,000 square feet of the existing Ninth Avenue Terminal building and portions of its existing wharf. In its place, Shoreline Park would be constructed, a new 9.74 acre open space along the waterfront. A minimum of 15,000 square feet of the Terminal's original Bulkhead Building will be retained and used for purposes consistent with the Tidelands Trust.

In addition, a portion of the pile-supported wharf south and west of the Terminal building would be removed, and the remaining wharf area (and footprint of the demolished part of the Terminal) would be used as open space and a landscaped waterfront plaza. Shoreline Park would include an open green lawn as shown in Figure III-7. Shoreline Park would also include the new waterfront bicycle path and jogging trail that would be part of the Bay Trail. Shoreline Park is proposed to be developed by 2012.

Gateway Park and Quay/Clinton Basin – (3.12 acres)

Gateway Park is proposed at the main entry to the project, immediately north of Clinton Basin. This 3.12-acre open space lawn area would provide a more urbanized, park-like experience adjacent to marina activity and new retail space. The quay, a retaining wall-like edge treatment and a 55-foot wide hardscape promenade around Clinton Basin, would be located around the rebuilt marina and connect to the Bay Trail. Gateway Park and the Bay Trail segment from Brooklyn Basin to Clinton Basin are proposed to be developed by 2014.

Channel Park and South Park – (7.8 acres)

Channel Park and South Park would provide a total of approximately eight acres of new open space. Channel Park (approximately 5.5 acres) would be located on the east side of Lake Merritt Channel, and South Park (approximately 2.3 acres) would be located west of the improved Clinton Basin and marina and adjacent to the Port of Oakland wetland restoration project. No changes are proposed to the wetland restoration area. Channel Park would have a maximum depth of approximately 600 feet from the shoreline, and South Park would have a depth of

approximately 400 feet from the shoreline. South Park is expected to be developed by 2015. Channel Park and the segment of Bay Trail west of Clinton Basin are proposed to be completed by 2017.

Estuary Park and Jack London Aquatic Center – 7.7 acres

The project would improve the existing Estuary Park through re-vegetation of the approximately 3.5-acre lawn and playing field and would extend the waterfront Bay Trail along the edge of the park and the Lake Merritt Channel. No changes would be made to the existing picnic table/seating area pavilion and waterfront access facility adjacent to the park and the Aquatic Center and no new structures are proposed. Improvements (re-vegetation) to Estuary Park and the adjacent Bay Trail segment are proposed to occur by 2018.

Shoreline Improvements

The project would also improve the existing shoreline along the project site. Shoreline improvements and specific treatment would vary along the project site and include the removal of existing debris, re-grading of banks, creation and improvement of marsh habitats, and varying types of slope protection with rocks (riprap) and bulkhead walls. The proposed improvements would enhance water-oriented activities in this area by facilitating greater and improved public access to the estuary with enhanced parks, open spaces, and trails along the waterfront. There would especially be improved public opportunities for recreational sailing, rowing, canoeing, and kayaking.

Ownership, Maintenance, and Operations

The public open spaces created by the project would either be owned by the Port of Oakland or the City. The City would be responsible for approving the improvements installed in the project open space, programming the allowable uses within the project open space, and granting/permitting activities within the open space. Improvements and activities would need to be consistent with the State Tidelands Trust¹.

Oakland Harbor Partners will be responsible for installing the improvements within the project open space and providing for the maintenance of the project open space. Maintenance by the project sponsor may be accomplished (1) through the establishment of a project homeowners' association, (2) through the formation of a Community Facilities District or Community Services District (in conjunction with the City), or (3) in other ways approved by the City.

Project Phasing

Generally, the site will be remediated and developed from east to west in up to eight phases from 2007 to 2018.

Alternatives Considered in the Draft EIR

¹ Tidelands Trust lands are granted lands granted to the City pursuant to legislative grants from the State of California. The Port of Oakland manages the Tidelands Trust Lands. The State Lands Commission has oversight of all Tidelands Trust property in California.

CEQA requires that a range of reasonable alternatives to the proposed project, or to the location of the proposed project, be described in the DEIR. The discussion should focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project. Chapter V of the Draft EIR discusses several alternatives to the proposed project including:

- Alternative 1A: No Project/No New Development
The project site would remain as it is currently.

- Alternative 1B: No Project/Estuary Policy Plan
The project site would be developed according to the *Estuary Policy Plan* (based on certain assumptions and the Bird’s eye perspective diagram)

- Alternative 2: Enhanced Open Space/Partial Ninth Avenue Terminal Preservation and Adaptive Reuse
This alternative would increase the amount of open space to approximately 41.5 acres, retain the 1920s portion of the Ninth Avenue Terminal building, construct approximately 1,800 dwelling units and 95,000 square feet of commercial space.

- Alternative 3: Reduced Development/Ninth Avenue Terminal Preservation
This alternative would retain the entire Ninth Avenue Terminal building, partially remove the wharf structure, provide almost 40 acres of public open space, and construct approximately 540 residential units and 10,000 square feet of commercial space.

- Sub-Alternative: Full Ninth Avenue Terminal Preservation and Adaptive Reuse
This stand-alone sub-alternative would retain and reuse the entire Ninth Avenue Terminal building and related wharf structure. This sub-alternative could be combined with the proposed project or any other alternative.

From the PRAC’s perspective, Alternative 2, which includes a large proportion of park and open space, may be of particular interest. In addition, recreational or other adaptive reuse ideas for the Ninth Avenue Terminal building may also be of interest.

Comparison of Impacts: Table V-5, “Summary of Impacts: Project and Alternatives” (DEIR, pages V-42 to V-67) summarizes the impacts between the various alternatives. In general, all alternatives would result in fewer traffic impacts to the local and regional roadway circulation in year 2025 and Alternative 3 would result in Less than Significant impacts for local intersections for traffic generated by Phase I construction. Cumulative regional air pollution would result in Less than Significant impacts with Alternatives 1B and 3. Population growth would be lower with Alternatives 1B and 3. The Sub-alternative would preserve the Ninth Avenue Terminal, thereby reducing any impacts associated with its full or partial removal. All other impacts shown in the summary table are similar to those identified for the project.

Environmentally Superior Alternative: The Draft EIR, as required by CEQA, determined that Alternative 1A is the environmentally superior project. As required by CEQA, however, a

second alternative shall be identified when the “no project” alternative emerges as the Environmentally Superior Alternative. In this case, the Reduced Development/Preservation (Alternative 3) with the full Preservation Sub-Alternative would be considered environmentally superior since it would avoid (or reduce to the greatest extent) several significant and unavoidable impacts that would occur with the project. Refer to DEIR Table V-5, “Summary of Impacts: Project and Alternatives,” (pages V-42 to V-67) for a comparison between the proposed project and the alternatives.

KEY PROJECT AND ENVIRONMENTAL ISSUES RELATING TO PARKS AND OPEN SPACE

Public Services and Recreation Facilities

The major issue regarding this section is the provision of new public open space. The total amount of public open space in the project is 28.4 acres, including Estuary Park and the Jack London Aquatic Center. The amount of new public open space is 20.7 acres.

The EIR prepared for the *Estuary Policy Plan* estimated that 41.5 acres of open space would be provided in the Oak to Ninth District (no specific amount was stated in the EPP). The EPP also assumed that Estuary Park would be expanded almost to the Embarcadero and that the Ninth Avenue Terminal would be demolished and public open space would be provided in its place.

The project proposes new public open space in generally the same locations as shown in the EPP, but a smaller amount (28.4 acres vs. 41.5 acres). However, the amount of new open space proposed, 20.7 acres, equates to 4.1 acres of new local-serving parkland per 1,000 residents on the project site, which exceeds the City’s level of service standard of 4.0 acres of local-serving parkland per 1,000 residents.

Issues Identified to Date:

- Should the amount of open space and park lands be expanded to be more consistent with the general concept in the EPP?
- Is increasing residential density and scale an appropriate trade off to gain more open space and parklands, particularly along the shoreline?
- What activities should be included in the new public open space?
- Should the open space and Bay Trail be developed as proposed in the Phasing Schedule?

Land Use, Plans and Policies

Estuary Policy Plan - The project sponsor is requesting an amendment to the *Estuary Policy Plan* (EPP) to the mix of uses in the proposed project. While the proposed project is consistent with the vision of mixed use development on the waterfront as adopted in the General Plan *Land Use and Transportation Element* (LUTE) and the EPP, amendments would need to be made to the EPP to accommodate residential development at the proposed density in this location.

The *Estuary Policy Plan*, adopted in June 1999, delineates the Oakland Estuary into three districts: the Jack London District, the Oak-to-Ninth Avenue District, and the San Antonio/Fruitvale District. The proposed project is within the Oak-to-Ninth Avenue District (see DEIR, Appendix F), but does not include the entire 120-acre district described in the EPP.

The EPP provides a set of overall objectives to address Land Use, Shoreline Access and Public Space, and Regional Circulation and Local Street Network. These objectives apply to the entire Oakland Estuary. The EPP identifies specific policies and implementation measures to guide development within each of the three districts that make up the Oakland Estuary.

The EPP acknowledges that the Oak to Ninth Avenue District is likely to be redeveloped as many of the port-related activities were relocating to other land areas under the jurisdiction of the Port. The EPP recognizes that with the changes of land use, there are opportunities for

“a large-scale network of open spaces and economic development that extend for over 60 acres from Estuary Park to Ninth Avenue. The assemblage of parkland would create the major open space resource in Oakland and, at the same time, establish a recreation asset of regional significance. In areas adjacent to the open space, additional development of hotels, cultural activities, and other attractions that take advantage of the unique setting, could help to energize the entire district.”

When the EPP was adopted in 1999, the uses that were contemplated for the Oak to Ninth District were those consistent with the Tidelands Trust. Residential uses are not permitted on Tidelands Trust properties. In September 2004 the California Assembly adopted legislation (SB 1622) that would allow the State Lands Commission to amend the Tidelands Trust boundaries at this location. If a portion of the Oak to Ninth site were removed from the Tidelands Trust, then residential development could be considered.

Rezoning and Zoning Code Amendments - The existing zoning on most of the site is M-40, Heavy Industrial Zone. The area west of the channel, including Estuary Park, the Jack London Aquatic Center and the Cash-and-Carry site are zoned S-2/S-4 Civic Center/Design Review. The industrial M-40 zoning is not consistent with the existing *EPP* land use designation which allows mixed use development.

A new zoning district will be prepared for the project site consistent with the EPP designation. The new zoning district, Planned Waterfront Development-1, will be a “master plan zoning district” for the entire site. A preliminary development plan (PDP) and final development plan (FDP) will be required for each individual project. All phases of development will need to comply with the provisions of this new zoning district. A similar approach was used for the recently adopted Wood Street Development Project.

The proposed Planned Waterfront Zoning District (PWD-1) will include permitted and conditionally permitted land uses, development standards, and other requirements for the residential and commercial portions of the site, as well as the public open space areas. Design Guidelines will also be prepared for the project site and for all buildings. The Oakland Planning

Code would be amended to add the new PWD-1 zoning district and its associated regulations, and the zoning map would be amended to apply the PWD-1 zoning district. Approval of the proposed zoning district and zoning map will require a recommendation from the Planning Commission with final approval by the City Council.

Issue identified to date:

- How should the Oak to Ninth District be developed to meet the key park and open space policies and objectives identified in the *Estuary Policy Plan*? The discussion should include the scale of the proposed development, the type, mix and density of the proposed residential uses, and their relationship to the parks and open space areas.

Cultural Resources

The Ninth Avenue Terminal is rated “A” by the Oakland Cultural Historic Survey. Additionally, the building has been recommended eligible for listing in the National Register as an individual resource, and recommended eligible as a City of Oakland Landmark by the Oakland Landmarks Preservation Advisory Board.

The Historic Preservation Element (HPE) includes a number of goals and policies that support the preservation and protection of historic resources (see DEIR Appendix F). These policies generally *encourage* but do not mandate the preservation of Oakland’s historic resources, within the context of and consistent with other General Plan goals, objectives, and policies. For example, HPE policies that discuss “the unnecessary destruction” of historic buildings and the direction to employ “all reasonable efforts to avoid or minimize adverse effects” on historic resources must be considered with competing policies, such as the proposed project’s provision of substantial new housing in Oakland, which is encouraged by General Plan policies in the LUTE and the Housing Element, or the fulfillment of providing shoreline access and parkland as set forth in the EPP and OSCAR.

Policy OAK-2.4 of the EPP states, “Establish a large park in the area of the existing Ninth Avenue Terminal to establish a location for large civic events and cultural activities.” This discussion of this policy also states, “Recognize that the Ninth Avenue Terminal shed, or portions thereof, may be suitable for rehabilitation and adoptive reuse. However the terminal building impedes public access to and view of a key area of the Estuary. Furthermore, the bird’s eye illustration in the EPP (page 89) shows the Ninth Avenue Terminal removed and the Crescent Park in its place.

Policy OS-7.4 (Waterfront Park Enhancement) of the OSCAR Element includes a discussion of potential waterfront parks. Page 2-51 discusses the Clinton Basin/Ninth Avenue Terminal area and recommends this area for a shoreline park if large-scale redevelopment is proposed. It also states that “the Marine Terminal itself has historic value and should be preserved as part of any new development.”

The City’s adopted plans are themselves in conflict on whether historic preservation objectives or open space and view objectives should prevail. This is an issue of critical importance for the proposed project.

Issues identified to date:

- Should a larger portion of the Ninth Avenue Terminal be retained than that proposed by the project sponsor?
- What is the feasible balance between the retention of the Ninth Avenue Terminal and the provision of public open space?
- What other approaches can be used to strike the balance of open space and development, such as leaving a greater portion of the structural elements of the Ninth Avenue Terminal Building in place, but removing the walls to gain waterfront views. (Such an approach was used on a smaller scale at the Pyramid Brewery on Gilman Street in Berkeley.)

Visual Quality and Shadow

The project would demolish most of the existing buildings on the project site and involve site grading, construction of new buildings, shoreline improvements (both natural and constructed), and the addition of publicly accessible open spaces for active and passive recreation. The project would replace existing visual elements on the site that have neutral or low aesthetic value. These include expansive paving, vacant swaths of unkempt open land, some deteriorating buildings, debris on land and along the shoreline, and cyclone fencing. Replacement of these elements has the potential to enhance the visual quality of the project site and the surrounding estuary area.

The project would result in noticeable changes in visual character due to the construction of new buildings, adaptive reuse of the Ninth Avenue Terminal Bulkhead Building, creation of large open spaces, and an overall intensification of development. The project would improve the visual quality of the area by redeveloping unsightly vacant and underused areas and surface parking lots, providing new parks and publicly oriented recreation venues, and implementing a streetscaping program for new public streets throughout the project site and along the Embarcadero. The project would also further enhance existing, attractive facilities, such as the Jack London Aquatic Center and parking area.

Issue identified to date:

- Construction of new project buildings would result in changes to short- and medium-range views from the public access areas along the Oakland shoreline, estuary waters, I-880, and the Embarcadero, and would change long-range views from the city of Alameda shoreline and inland Oakland areas.

PROPOSED REVIEW PROCESS

Staff is providing an *estimated* timeline for the development review process. An outline of the major steps of the process is presented below. Dates in parentheses are *estimates*.

- Draft Environmental Impact Report published for public comment, 54-day review period, September 1 – October 24, 2005
- Final Environmental Impact Report published (January 2006)
- Project Application Submittal, including response to public comments and information and analysis contained in the EIR (November, 2005 - January 2006)
- Community Meetings and Workshops on the Proposed Project (January - March 2006)
- Design Review Committee meeting (January - February 2006)
- Landmarks Preservation Advisory Board Public Hearing (February 2006)
- Parks and Recreation Advisory Commission Meeting re: new parks and open space for project (February 2006)
- Planning Commission Public Hearings (February - March 2006)
- City Council Meetings and Public Hearings on the Project, the proposed General Plan Amendment, Rezoning, Redevelopment Plan Amendment and Development Agreement (April - June 2006)

STAFF RECOMMENDATION

Staff recommends that the Parks and Recreation Advisory Commission:

- 1) Hold a public hearing and receive public testimony on the Draft Environmental Impact Report;
- 2) Provide staff and the project sponsors any direction regarding issues to be addressed in the Final EIR or the project pertaining to park, open space, and recreational activities for the Oak to Ninth area; and
- 3) Close the public hearing on the Draft EIR, but continue to accept written comments on the Draft EIR until 4:00 p.m. on October 24, 2005.

Prepared by:

Margaret Stanzione, Planner IV
Project Planner

Approved for forwarding to the
Parks and Recreation Advisory Commission:

CLAUDIA CAPPIO
Director of Development

ATTACHMENTS

- A. Oakland City Planning Commission Staff Report, September 28, 2005.
- B. Draft Environmental Impact Report (previously distributed). Also available on-line at <http://www.oaklandnet.com/government/ceda/revised/planningzoning/MajorProjectsSection/oaktoninth.html>