

**Oakland Airport Business Park (OABP)
Draft Land Use and Development Code
Public Meeting Summary
December 17, 2009**

Hand outs

Port staff distributed:

- The existing standards and restrictions for the Airport Business Park (Ordinance No. 2832 dated 1988) and (5) amendments.
- Figure 2.1 Airport Business Park Land Use Designations from the draft Land Use and Development Code (LUDC)

The draft LUDC is being finalized by Port staff and is not ready for distribution on the Port's web site.

Draft Land Use and Development Code (LUDC) Update Presentation

Joe Marsh, Port Permit Coordinator, prepared a power point presentation describing the purpose of the updated Land Use and Development Code, and highlighting proposed changes.

Joe described that Ordinance No. 2852 reads like Covenants, Conditions and Restrictions. The draft document provides the public with more clear direction on permitted and non permitted uses in the OABP. This should help applicants obtain development permits and improve enforcement.

Community Comments Relevant to the draft OABP LUDC

A property owner/business representative asked if the update would allow off street parking. Joe responded that Port staff can consider this, but off street parking would be a major change, and the existing update does not allow for this. Employee versus truck off street parking was discussed. There could potentially be one hour off street parking, no overnight parking, only employee off street parking, etc. The City is responsible for parking enforcement. Joe suggested that property owners consider on-site structured parking.

Joe explained that the draft document lists and defines 41 land uses. The Port is seeking feedback on whether there are uses contemplated beyond these. A commercial real estate broker asked if medical marijuana would be allowed. Growing plants indoors would be allowed under manufacturing, and the dispensary would be allowed under Medical Service. Agricultural is current not allowed or defined.

A real estate broker commented that there is very low demand for office space, but the industrial spaces are fully occupied. The rents for office space are the same as they were 25 years ago.

The updated LUDC proposes to make the setbacks uniform through the OABP, and reduce the front setback from up to 65 feet to 20 feet. 20 feet is the City's required setback south of Hegenberger Road. Attendees questioned whether 20 feet is measured from the street or the sidewalk? Joe responded that sidewalks are usually in the public right of way, but this could be clarified in the draft document.

The proposed update establishes a Permit Hearing Office delegated by the Executive Director to streamline the permit approval process for private property owners. This could be a person or persons designated by the Executive Director.

Community Comments beyond the draft OABP LUDC

Margo Lederer, of the City of Oakland, stated that the OABP has growth potential and asked about the Port's vision. Joe responded that the Port seeks to be open and friendly to business, permit uses that do not impact neighboring properties, and preserve the natural surroundings (MLK Regional Shoreline) leased by the Port to the East Bay Regional Park District. Long range planning may be possible after updating the OABP LUDC to look at issues such as sustainability, climate change, impacts of a potential BART stop at Doolittle (associated with the BART connector to the airport), pedestrian crossings, etc.

Availability of high speed internet is problematic. This is an issue Margo agreed to pursue.

Shuttles to the OABP may be helpful to alleviate the need for more on street or off street parking. The Corporate Center runs a shuttle.

Owners could consider forming a Building Improvement District. This could help fund sidewalks and other improvements and services. Joe clarified that the Port has no taxing role: the Port does not assess or collect taxes, and the City issues business licenses. The Port would have to agree to the assessment and pay into it like any other property owner; it is unclear what the Port's role would be beyond this.

Bob Schwartz, of Key Source International, noted that the OABP is within the City of Oakland Coliseum Redevelopment Area which has project and program funding up to almost \$100 million.

Joe suggested that a public improvements committee or sidewalks committee could be established.