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MEMORANDUM

TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Micah Hinkle
Deputy Director, Economic &
Workforce Development
Department

SUBJECT: Industrial Land Study – Current
Conditions

DATE: October 4, 2021

City Administrator
Approval

Date: Oct 6, 2021

INFORMATION

The City of Oakland's 2018-2020 Economic Development Strategy identified local manufacturing as a mainstay of Oakland's economy and a priority area for economic growth.¹ Since the Economic Development Strategy was released in 2017, increasing interest in development of Oakland's industrial lands and concerns about conversion of industrial space to residential or cannabis-related uses have spurred a renewed interest in understanding the value of industrial land and businesses to the City. In response, the City commissioned a baseline study on the manufacturing and industrial sector in Oakland (Baseline Study).

Industrial business activities in Oakland's industrial corridor employ more than 30,000 people in well-paying jobs with low barriers to entry. As Oakland begins to recover from the COVID-19 pandemic, industrial innovation and expanded local manufacturing are a recovery priority, as businesses located in industrial areas have the potential to bring a higher proportion of accessible living wage jobs than businesses in commercial areas.²

The Baseline Study, included as **Attachment A**, provides baseline information and analysis on Oakland's industrial land and business assets. The Baseline Study is intended to inform policy options and strategies to help retain, support, and grow a mix of industrial business activities in Oakland, including the near-term industrial land use regulation updates to strengthen industrial lands and reduce emissions exposure that the Planning and Building Department is undertaking, as it kicks off a more comprehensive Industrial Lands Policy as part of the General Plan update.

¹ City of Oakland Economic Development Strategy 2018-2020: <https://www.oaklandca.gov/projects/economic-development-strategy>

² City of Oakland Economic Recovery Plan 2021-2022: <https://www.oaklandca.gov/resources/oaklands-economic-recovery>.

BACKGROUND / LEGISLATIVE HISTORY

The Economic Development Strategy 2018-2020, adopted by the City Council on November 28, 2017 via Resolution No. 86984 C.M.S., identified manufacturing and industrial as priority sectors due to the availability of middle-wage jobs, combined with the City's strong role in exerting influence over the sector through its land use policies. The built Oakland industrial square footage is one of the largest in the East Bay and is part of the strong-performing Interstate 80/880 Corridor Industrial Market, which has shown minimal vacancies and stable market rents over the past decade.

While the industrial market has remained strong, industrial development in Oakland has been impacted by policy developments, including Ordinance No. 13370 C.M.S. in 2016 and Ordinance No. 13464 C.M.S. in 2017, which established permitting processes for the cannabis supply chain and the areas in which they are allowed. While some cannabis businesses moved to and renovated vacant industrial properties, the increased demand for industrial real estate also resulted in low vacancies, speculative land acquisition and holding, higher rents and the displacement of some existing businesses and live/work communities.

In addition, the West Oakland Community Action Plan (WOCAP), Healthy Development Guidelines, and other studies have highlighted negative air quality impacts from some industrial areas and truck routes along major transportation corridors on adjacent residential neighborhoods in West Oakland.³ This has prompted stronger development policies centered on environmental justice and a push to create a buffer between housing and those industrial uses that trigger air quality or other health concerns in the most impacted neighborhoods. The Industrial Land Use database created through the Baseline Study has been utilized to identify potential land use conflicts and explore the potential employment tradeoffs of changing land use regulations.

Lastly, major non-industrial development interest has been expressed in industrial neighborhoods including Howard Terminal, Fruitvale (former Owens-Illinois), and the Coliseum Area, which are among Oakland's most significant development opportunities.

ANALYSIS

This Baseline Study is a snapshot in time of the Oakland industrial market; the data was collected prior to the COVID-19 pandemic. However, throughout the pandemic, industrial and manufacturing businesses, many of which were designated as essential businesses, have remained one of the stronger market segments, filling logistics and supply chain needs to meet demand. Since market and business information has been limited and is everchanging in a shifting economy, staff are sharing the report and findings with the understanding that additional studies and information gathering will be ongoing as part of the City's economic recovery.

³ West Oakland Community Action Plan: <https://www.oaklandca.gov/topics/west-oakland-community-action-plan-ab-617>.

Below are selected highlights of the Baseline Study's findings from an economic development standpoint:

In the Baseline Study, the city’s industrial corridor is defined by the major freeways (Interstates 80, 580, 880, and 980) and roadway (International Boulevard) that provide the northern inland boundaries of the corridor, by the Estuary and San Francisco Bay on the West, and by the city boundary with San Leandro on the south. Twelve (12) subareas are identified within the corridor (see **Figure 1**). Two subareas are defined at either end of the corridor for the major transportation facilities: the maritime port and the airport. Ten (10) industrial subareas cover the corridor areas in between, from the former Oakland Army Base and West Oakland, both in Council District 3, through the central corridor from the Jack London District through the Estuary waterfront in Council District 2, to the East Oakland industrial areas in Council Districts 5 and 6 and the Airport Business Park in Council District 7.

Employment and Demographics of Industrial Area Businesses and Subarea Workers

Industrial business activities contribute to the economic diversity of Oakland's economy, making the city more resilient to declines in other sectors. Industrial businesses serve and support other business activity and household consumption in Oakland and the surrounding region, as well as serve and support Oakland's major seaport and airport facilities.

Industrial business activities in Oakland's industrial corridor employ 33,550 people in 1,100 establishments. Industrial business activities provide an important base of stable, good-paying jobs with limited barriers to entry, for Oakland residents and other workers, particularly those without a college education.

One quarter of workers in Industrial Areas are Oakland residents. Workers in these areas have a similar age profile to the rest of the city but are more likely to identify as male (65 percent) and white (66 percent) or Latino (28 percent). Workers in Industrial areas are less likely to identify as Black or Asian.⁴

Assessment of Industrial Land and Building Stock

Two-thirds of Oakland's industrial building stock is 50 years old or older. About 20 percent of industrial buildings were built 30 to 50 years ago, about 9 percent in the last 11 to 30 years, and about 3 percent were built in the last 10 years. Some of the buildings have been remodeled and updated while many have not.

Currently, Oakland's industrial building stock remains in demand, building vacancies are very low, and rents are at an all-time high level.⁵ Nevertheless, there are concerns about the adequacy and suitability of some of Oakland's industrial building stock and older industrial areas for attracting and retaining modern industrial operations.

Zoning

Industrial zoning allows a broader range of industrial and commercial/industrial uses than currently exist in many parts of the Industrial Study Corridor. About 27 percent of existing industrial uses are on land with Commercial Industrial zoning, and an additional 17 percent of land currently in industrial use is zoned for other uses, not industrial

The West Oakland-North A and East Oakland Industrial-South sub areas have the greatest amount of Commercial Industrial zoned areas. These areas and Eastlake/San Antonio/Fruitvale

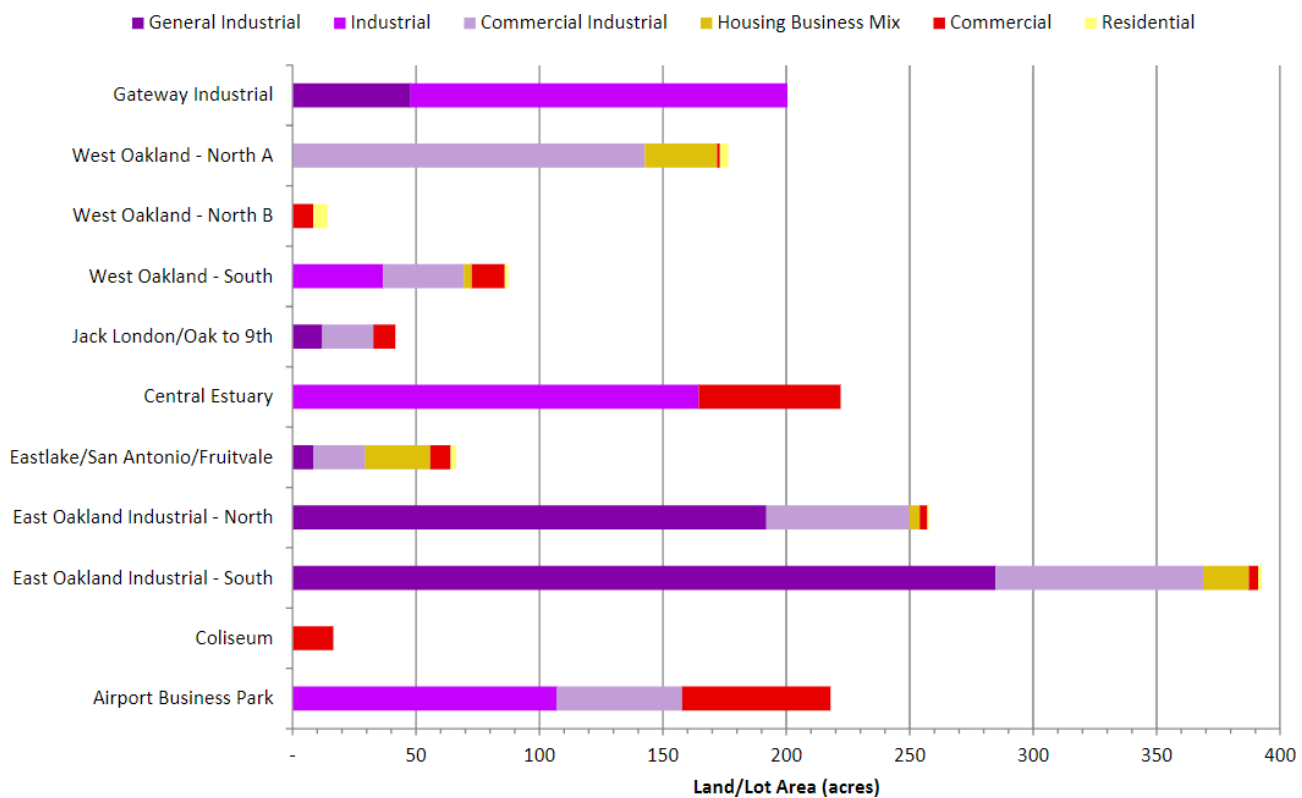
⁴ U.S. Census Bureau. (2019). LEHD Origin-Destination Employment Statistics (2002-2017) [computer file]. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program [distributor], accessed on August 23, 2019, at <https://onthemap.ces.census.gov>. LODS 7.4 [version]

⁵ City of Oakland Economic Dashboard, Commercial and Industrial Real Estate Market Comparison. <https://www.oaklandca.gov/resources/quarterly-economic-dashboard>

sub area also have the largest amounts of Residential zoning in the industrial corridor (see **Figure 2**).

Given strong demand for industrial land, the Baseline Study raises questions regarding how effective current land use policy is for retaining and expanding industrial uses in Oakland, as well as whether the current flexible approach allowing commercial industrial mix is effective for: (a) retention of current types of industrial uses, and/or (b) encouraging/supporting investments and improvements in industrial areas to attract/facilitate new types of industrial businesses and technologies to Oakland.

Figure 2: Existing Zoning for Industrial Land Uses in Study Corridor by Industrial Subarea (without Maritime/Port and Airport)



Next Steps

As mentioned above, the Study's purpose is to provide baseline information and analysis of Oakland's industrial land and business assets. The Baseline Study is intended to inform policy options and strategies to help retain, support, and grow a mix of industrial business activities in Oakland. The following are current and upcoming City activities related to industrial lands:

- AB 617 – WOCAP Implementation Policies – Review of existing zoning regulations and identification of modifications to reduce air quality impacts on residential neighborhoods.

- Howard Terminal – Development review of proposed stadium and industrial zoning buffers
- Planning and Building Department’s near-term industrial land use regulation updates to strengthen industrial lands and reduce emissions exposure
- General Plan Update - the Planning and Building Department is in the early phases of preparation to review and update the City’s General Plan, including an Industrial Lands Policy. The values of Industrial land identified in the Study will inform General Plan amendments.

Economic and Workforce Development staff and Planning staff will further identify additional considerations for industrial policy, including:

- Needs of industries essential to the Port of Oakland and the City
- Environmental justice impacts of industrial uses
- Balancing industrial preservation with the City’s Regional Housing Needs Allocation
- Encroachment of residential and live/work areas
- Methods for protecting industrial uses, including but not limited to zoning, designated sanctuary areas, and buffer zones.

Staff will incorporate feedback received from the public release of the Baseline Study to support the efforts listed above.

Respectfully submitted,



MICAH HINKLE

Deputy Director of Economic & Workforce
Development

For questions, please contact Eric Simundza, Urban Economic Analyst III, at 510-238-6249.

Attachments (1):

A: Current Conditions Report: Industrial Land Uses and Business Activities in Oakland



CURRENT CONDITIONS REPORT

**INDUSTRIAL LAND USES AND BUSINESS ACTIVITIES
IN OAKLAND**

Prepared for
CITY OF OAKLAND
ECONOMIC & WORKFORCE DEVELOPMENT DEPARTMENT

Prepared by
HAUSRATH ECONOMICS GROUP

July 2019
as finalized October 2020

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CURRENT CONDITIONS REPORT

INDUSTRIAL LAND USES AND BUSINESS ACTIVITIES IN OAKLAND

Executive Summary

INTRODUCTION AND PURPOSE

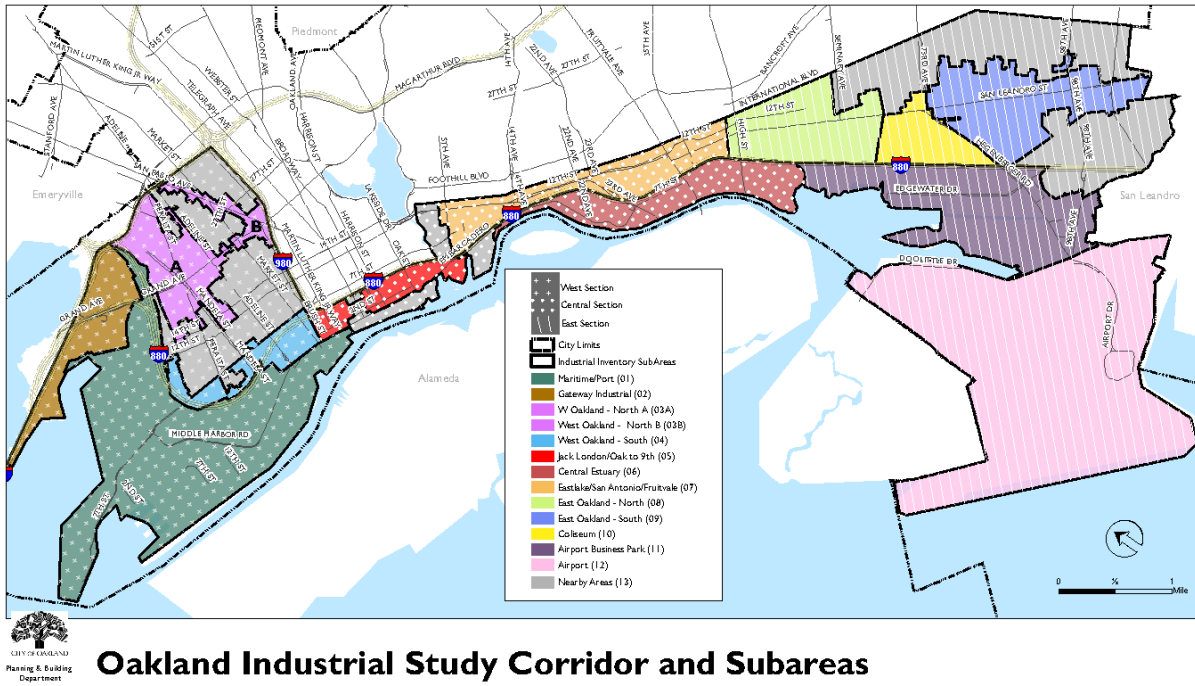
There is need for information and analysis that highlights Oakland's industrial assets -- both land and businesses, identifies the economic benefits to the City and its residents, considers industry trends and potentials, and assesses the reasons for and degree to which industrial land uses are at risk in Oakland. This *Oakland Industrial Study* provides data and analysis as input for understanding current conditions, considering opportunities and constraints, and evaluating industrial policy options and strategies for the future.

The purpose of this *Current Conditions Report* is to describe and characterize current industrial areas, land uses, and business activities in Oakland as well as relevant land use policies. Extensive work was done to develop a parcel-based inventory and GIS mapping capability of industrial lands and businesses in Oakland. This report presents and summarizes current conditions based on analysis of the recently developed database inventory.

OAKLAND'S INDUSTRIAL CORRIDOR AND SUBAREAS

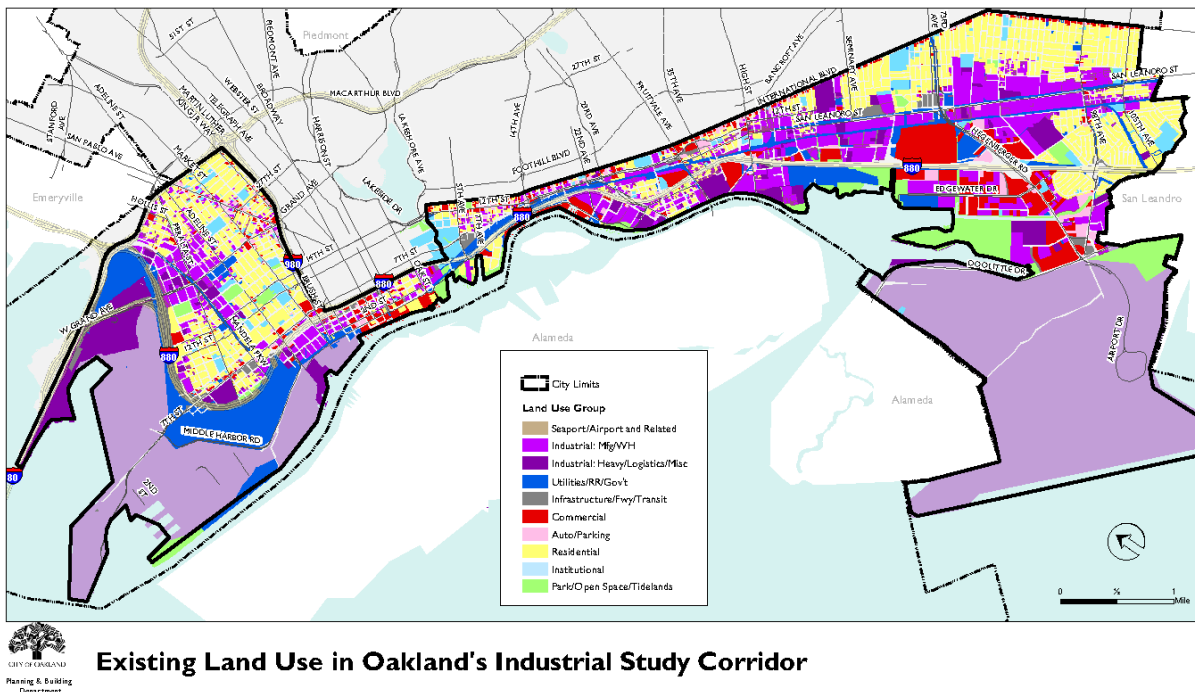
Oakland's industrial land supply, business activities, and jobs have been concentrated along the major I-880 freeway and rail corridors that follow the Estuary and San Francisco Bay. These locations offer proximity and accessibility to the business and population centers of the city and the region as well as access to the city's major seaport and airport. Oakland's central location and its transportation infrastructure and accessibility continue to be major factors for the continuing viability of industrial business activities within this corridor.

For this study, the city's industrial corridor is defined by the major freeways (I-80, 580, 880, and 980) and roadway (International Boulevard) that provide the northern and inland boundaries of the corridor, by the Estuary and San Francisco Bay on the West, and by the city boundary with San Leandro on the south. Twelve (12) industrial subareas are identified within the corridor. Two subareas are defined at either end of the corridor for the major transportation facilities: the maritime port and the airport. Ten (10) industrial subareas cover the corridor areas in between, from the former Oakland Army Base and West Oakland, through the central corridor from the Jack London District through the Estuary waterfront, to East Oakland and the Airport Business Park, as summarized by the map on the next page.



EXISTING LAND USE IN INDUSTRIAL CORRIDOR AND SUBAREAS

Oakland's industrial corridor is a large area with a mix of transportation, industrial, and commercial land uses bordering inland residential areas at the northern and southern ends.



Majority of Land in Industrial and Transportation Land Use

There are approximately 6,330 acres of land/lot area within the 12 industrial subareas along the corridor. (Land defined by lot areas exclusive of freeways, streets, and other public rights of way.) The large majority, 4,900 acres and 77 percent, are in industrial and transportation land use.

- Transportation Gateway Subareas with the maritime port and airport include 2,650 acres in transportation/logistics use with a small amount of heavy industrial.
- 10 Corridor Industrial Subareas in West, Central, and East Oakland include 3,680 acres in a mix of land uses:

1,700 acres industrial

550 acres utilities, railroads, transportation/transit infrastructure
 650 acres commercial
 310 acres institutional/residential
 470 acres park/open space/tidelands

Of total land in all 12 subareas, 3,200 acres are in transportation/logistics/industrial use by the maritime port, airport, railroads, utilities, and other transportation infrastructure (2,650 acres in the maritime and airport subareas and 550 acres in the 10 industrial subareas along the corridor). The rest, approximately 1,700 acres of land/lot area, remains for private sector industrial use outside of the transportation, utility, and other facilities.

These 1,700 acres are Oakland's industrial land supply that accommodates a wide range of industrial business activities and employment in the city. The *Oakland Industry Study* focuses on this industrial land supply.

Industrial Land Supply Occupies Small Share of Total Land/Lot Area in Oakland

In the larger citywide context, the amount of land/lot area currently in industrial use in the industrial subareas along the corridor (1,700 acres) represents a small share of total land in Oakland: about six (6) percent.

Total land/lot area citywide:	28,795 acres	
Total in Industrial Subareas:	6,330 acres	22% of city
In use by maritime port, airport, railroads, utilities, and for other transportation infrastructure	3,200 acres	11% of city
In Industrial land use	1,700 acres	6% of city
In Commercial land use	650 acres	2% of city
In Other land uses (institutional, residential, and parks/open space/tidelands)	780 acres	3% of city

Corridor Industrial Land Use by Type of Industrial Use

Industrial land use (1,700 acres) along the corridor in West Oakland, the Central areas, and East Oakland include a mix of types of industrial uses and building space. The largest amounts of industrial land are in warehouse and manufacturing uses.

Warehouse	691 acres	41 %
Manufacturing/Light Industrial*	337 acres	20 %
Heavy/Misc. Industrial	193 acres	11 %
Transportation/Logistics (existing)	129 acres	8 %
Planned for Gateway Industrial Area, anticipated logistics and recycling uses	201 acres	12 %
Industrial land with Minimal or No Improvements, for storage, vehicle parking, staging, repair, as well as vacant parcels	143 acres	8 %

* Only small amounts of land in flex/R+D use

Land Use Patterns and Characteristics of Industrial Subareas are Important and Vary Along the Corridor

The land use database is useful in characterizing the industrial subareas and evaluating factors that affect their competitiveness and continuing viability in the future. Important characteristics are considered in this report.

Six of the 10 subareas include 87 percent of total land in industrial use. These subareas are identified as largely industrial with a mix of warehouse, manufacturing, and other industrial uses, as having large industrial parcels, as accommodating truck traffic and providing relatively direct access to the freeway network and transportation gateways, and as being relatively isolated from nearby neighborhoods and commercial areas. These factors are all important for the continued viability of industrial districts in Oakland.

Five of the 10 subareas have a mix of industrial and commercial uses, and sometimes residential as well. These include areas with lighter industrial uses along older commercial corridors and parts of subareas along the Estuary where heavier industrial uses have remained. The Airport Business Park has large amounts and a diverse mix of both industrial and commercial uses. That subarea was developed more recently than the rest of the subareas and has a more modern, business park layout of streets and land uses, and does not include residential uses.

Over 32 Million Square Feet of Industrial Building Space in Corridor Subareas

There are approximately 50 million square feet of building space in the 12 subareas along the industrial study corridor. **The large majority is industrial building space, accounting for 32.5 million square feet, 65 percent of the total.** The industrial building space (warehouse, manufacturing, logistics, and other space) provides locations for a wide variety and large number of industrial business activities in Oakland.

The building space in the industrial subareas also includes 9 million square feet of commercial space (18 percent), 7.6 million square feet of residential space (15 percent), and 900,000 square feet of space for institutional, utility, and other uses. Analysis identifies that, in addition to the industrial building space, a share of commercial space is occupied by lighter industrial business activities including auto repair, small manufacturing, construction trades activities, vehicle and equipment leasing and repair, and others.

Oakland's industrial areas and industrial building stock are older. The City's industrial areas originally developed along the Estuary waterfront and the railroad lines, following completion of the transcontinental railroad in 1869. Available data covering approximately 40 percent of the industrial building stock identifies the following:

- The oldest, existing, industrial building was built in 1880.
- The most recent construction was in 2018.
- The year with the most newly constructed industrial buildings was 1946.
- The decades with the most industrial building construction in Oakland were during the 1940s, 1950s, and 1960s.

Today, two-thirds (69 percent) of the industrial building stock in the Corridor is 50 years old or older. Some buildings have been remodeled and updated while many others have not. About 20 percent of industrial buildings were built 30 to 50 years ago, and about 12 percent were built in the last 30 years.

Oakland's industrial building stock remains in demand, building vacancies are very low today, and rents are at an all-time high level. Nevertheless, there are issues of the adequacy and suitability of some of Oakland's industrial building stock and older industrial areas for retaining and attracting modern industrial operations in the future.

INDUSTRIAL CORRIDOR BUSINESS ACTIVITY AND EMPLOYMENT

Business activities along the Study Corridor include a broad range of industrial businesses that supply materials, produce goods, transport and distribute goods, and provide a range of services that facilitate and support business activity and household consumption in Oakland and central parts of the Bay Area.

Large Amount of Business Activity and Employment Within Industrial Corridor

The industrial subareas include a total of 2,100 establishments with employment of 51,290.¹

- ◆ **Industrial Business Activities employ 33,550 people, nearly two-thirds** (66 percent) of total employment in the subareas, and they account for just over one-half (52 percent) of subarea establishments.
- ◆ **Commercial and Other Business Activities employ 17,580 people, about one-third** (34 percent) of total subarea employment, and they account for just under one-half (48 percent) of subarea establishments.

In the larger citywide context, industrial corridor business activity supports a substantial share of total employment in Oakland.

	<u>Wage & Salary Employment</u> <u>Qtr. 1 2018</u> (without IHSS employment)	
Total City Employment	183,140	
Corridor Study Area	56,630	31% of City
Industrial Subareas in Corridor	51,290	28% of City
Industrial Business Activities in Subareas²	33,550	18.3% of City
Commercial and Other Business Activities in Subareas ²	17,580	9.6% of City

Total employment in corridor industrial subareas accounts for 28 percent of total city employment. About two-thirds of subarea employment and 33,550 jobs are in industrial business activities that provide an important component of Oakland's economy and job base. Of note is that industrial business activities in the corridor provide over 18 percent of total employment in Oakland on less than 6 percent of the city's land supply. About one-third of subarea employment is supported by commercial and other business activities.

- ◆ Industrial business activities provide an **important base of stable, good-paying jobs** with limited barriers to entry, for Oakland residents and other workers, particularly those without college educations. They provide jobs in proximity to the workforce residing in East and West Oakland.
- ◆ Corridor industrial business activities **contribute to the economic diversity** of Oakland's economy. They **serve and support other business activity and household consumption** in

¹ Data from CA EDD for 2018 (quarter 1). Employment is wage and salary employment and does not include self-employed persons. Data presented does not include IHSS employment.

² The data for industrial business activities and commercial and other business activities do not sum to the total due to a small number of establishments missing NAICS data to identify type of industry/business activity.

Oakland and the surrounding region. They also serve and support Oakland's major seaport and airport facilities.

Broad Range of Industrial Business Activities

Industrial business activities accounting for two-thirds of employment in the subareas include businesses that supply, build, produce, warehouse/store, sell, transport, deliver, repair, and maintain goods, materials, and facilities and provide related services. All have demand for locations along Oakland's industrial corridor. Employment in the different industry groups includes the following:

	<u>Employment</u>	<u>Establishments</u>
Transportation, Warehouse, Courier/Postal, and Related	13,070	160
Manufacturing	4,880	207
Wholesale Trade	4,410	235
Construction	4,310	181
Repair/Maintenance, Rental/Leasing, Other Support Services	3,235	89
Vehicle-Related Sales, Services, Parking, and Repair	1,650	167
Waste Management	1,293	21
Building Materials & Garden Equipment/ Supplies	589	31
Agriculture, Mining, Utilities	104	8

◆ **Most Industrial Businesses in the Corridor Are “Business Support Industries” Serving Local and Regional Demand.**

Most corridor businesses provide goods and services to other businesses, thereby supporting business activities and household consumption in Oakland and throughout the Bay Area.

Examples include many of the businesses in transportation and warehousing, many types of manufacturing, wholesale trade, and construction.

◆ **Some Industrial Businesses are “Driving Industries” Serving Broader Markets.**

Some corridor businesses serve state, national, and even international markets, as well as local and regional markets. They bring in revenues that support the local and regional economies.

Examples include businesses in the corridor in high-tech manufacturing (computer and electronic manufacturing), and a share of water and air freight activities through the seaport and airport that serve broader markets beyond the Bay Area.

◆ **Some Industrial Businesses are “Population-Serving” and “Business-Support” Industries.**

There are industries focused on serving both resident and business markets along the corridor. Examples include postal and courier services, waste management and recycling, auto/vehicle repair, and building materials/garden equipment and supplies dealers.

◆ **Manufacturing Is Still Important**

Manufacturing businesses along the corridor produce a range of products and materials. The larger amounts of business activity are involved in:

- food manufacturing (largest)
- fabricated metal product manufacturing
- computer and electronic product manufacturing
- furniture and related product manufacturing
- other manufacturers in 14 other industries

Most are non-high-tech manufacturing businesses.

Commercial and Other Business Activities

In addition to industrial business activities, about one-third of activity and employment in the subareas is associated with a diverse mix of commercial, institutional, and other business activities. Most of these business activities are not related to or supportive of the industrial business activities in the corridor. These fall into several groups, discussed in order of amount of employment and activity.

- Education and Health Care/Social Assistance

These appear to be located in the corridor because of availability of large sites (former industrial sites), suitable buildings, and/or lower cost locations, and because of proximity to residents in surrounding areas.

- Accommodations, Food Services, Commercial Recreation/Entertainment

This group includes and is supported by activity at the Coliseum. These businesses also are supported by airport and business travelers, residents and workers nearby, and the area’s major freeway location.

- Professional Services, Administrative and Support Services, Finance/Insurance/Real Estate

These businesses are located in the corridor because of the availability of lower cost office and other space in the Airport Business Park/Coliseum area and along parts of the Central Estuary. There are some businesses located here because of proximity to industrial business activities nearby.

- Retail - located on former industrial sites and along the commercial corridors.

Most Industrial Business Activities in the Subareas Are Dependent on Corridor Industrial Land Supply

Most industrial businesses currently located in the corridor are dependent on availability of the industrial land supply there because of the types of business functions and operations they perform. This is particularly the case for the waste management, manufacturing, transportation and warehousing, and wholesale trade industries. These businesses would be impacted by changes in use and new development that reduce the industrial land supply, as well as by changes in transportation accessibility and/or the addition of housing nearby with increased land use conflicts. Construction businesses in heavy construction work also are so dependent.

LAND USE POLICIES FOR INDUSTRIAL USES

Oakland's General Plan and zoning regulations identify the intent of local policy regarding desired, permitted, and prohibited land use within the industrial subareas. **With strong market competition for land in Oakland and the central Bay Area, local land use policies are very important in determining whether the existing industrial land supply will be retained and improved for industrial business activities or reused for other land uses.**

Oakland General Plan

Oakland's General Plan includes two basic designations for industrial land uses:

- *General Industry and Transportation*
- *Business Mix*

In addition, there are specific industrial land use designations for areas covered by the Estuary Policy Plan. The significance of existing General Plan policies for industrial land uses in the subareas are highlighted by the following.

- ♦ **The majority of land designated for *General Industrial/Transportation* occurs in the two transportation Gateway subareas with the maritime port and airport operations.** The land in maritime port and airport use is publicly-owned and controlled by the Port of Oakland, City of Oakland, and/or the railroads and is committed for transportation, industrial, and logistics uses for the movement of goods and people. There also are regional plans and regulations to preserve these areas for seaport and airport use.
- ♦ **General Plan designations for *General Industrial* land use (IG) on privately-owned land only occur in two East Oakland industrial subareas.** As a result, these subareas are unique and important for supporting industrial land uses and business activities in Oakland. They are to provide the primary locations for industrial establishments with the potential for generating off-site impacts (noise, light/glare, odor, truck movements) and the primary locations for larger and/or heavier industrial, manufacturing, and warehouse/distribution activities. Those uses now exist in these two subareas. Those uses also exist in other subareas without an IG designation.

- ◆ **Most of the rest of the industrial land supply is designated *Business Mix*, allowing a wide range of types of industrial and commercial uses, business activities, and building developments.** This “flexible” designation has both advantages and disadvantages.
 - Advantages are that it allows for a range of older and newer industries and facilities. It also provides flexibility for adapting to changes in technology, industrial operations, and market demand over time.
 - Disadvantages arise from a lack of direction for industrial areas and the improvements needed to transition from older industrial areas to lighter industrial, modernized business areas assuming that is the intent. The “flexibility” of permitting a broad range of commercial and industrial uses and allowing FARs that are high for industrial uses can discourage investment in industrial uses and facilities due to property owner expectations for the types of higher value/higher density uses that are allowed (independent of how realistic that may be from a market perspective). It also can be difficult for individual property owners to modernize and transition their property without broader area-wide direction and investment. In addition, flexible policies allow commercial uses that are not always supportive of industrial activities already in the area.

Industrial Zoning

Industrial classifications from Oakland’s General Plan are implemented through the City’s zoning regulations. Summary of land area by zoning category for parcels currently in industrial use within the industrial subareas identifies the following.

- ◆ **Overall, industrial zoning allows/anticipates a broader range of industrial and commercial/industrial uses than currently exist in many parts of the corridor.**

It appears that existing warehouse, logistics, and heavy/misc. industrial uses plus a share of manufacturing account for approximately 70 to 80 percent of existing industrial land use. However, the zoning appropriate for those general industrial and industrial uses exists on up to 59 percent of total land now in industrial use, a lower amount.
- ◆ **A large share of existing industrial uses are on land with *Commercial Industrial* zoning or on land zoned for other uses, not industrial.**
 - About 27 percent of existing industrial land use is on land zoned *Commercial Industrial*. That zoning prohibits residential development, reserving the land for a mix of commercial and industrial uses. However, it often allows higher density development than typical for most industrial uses. It allows a broad range of commercial and other uses that are not always supportive of industrial activities.
 - An additional 17 percent of land currently in industrial use is zoned for other uses, not industrial. About 11 percent has *Commercial* zoning, much of that allowing mixed use residential development, and one (1) percent has *Residential* zoning. The remaining five

(5) percent is zoned *Housing Business Mix* and generally occurs at the periphery of older, existing industrial areas.

Questions Raised for Further Consideration.

Given strong demand for industrial land, particularly that as well located as land in Oakland, there are questions raised for further consideration.

- How effective is current land use policy for retaining and expanding industrial uses in Oakland?
- Is the current flexible approach allowing commercial industrial mix effective for: (a) retention of current types of industrial uses, and/or (b) encouraging/supporting investments and improvements in industrial areas to attract/facilitate new types of industrial businesses and technologies to Oakland?

CURRENT CONDITIONS REPORT

INDUSTRIAL LAND USES AND BUSINESS ACTIVITIES IN OAKLAND

Oakland Industrial Study

I. INTRODUCTION AND PURPOSE

There is need for information and analysis that highlights Oakland's industrial assets -- both land and businesses, identifies the economic benefits to the City and its residents, considers industry trends and potentials, and assesses the reasons for and degree to which industrial land uses are at risk in Oakland. This *Oakland Industrial Study* provides data and analysis as input for understanding current conditions, considering opportunities and constraints, and evaluating industrial policy options and strategies for the future.

The purpose of this *Current Conditions Report* is to describe and characterize current industrial areas, land uses, and business activities in Oakland as well as industrial land use policies. Extensive work was done to develop a parcel-based inventory and GIS mapping capability of industrial lands and businesses in Oakland using consistent and complete data from several government sources.³ This report presents and summarizes current conditions based on analysis of the recently developed database inventory.

The report is organized to summarize current conditions in the following order:

- I. Introduction and Purpose
- II. Industrial Study Area Corridor and Subareas
- III. Industrial Corridor Land Use and Building Stock
- IV. Industrial Corridor Business Activities and Employment
- V. Land Use Policies for Industrial Land Uses

³ The industrial inventory and database were developed through the combined efforts of City Economic Development Department Project Manager, Hausrath Economics Group, and the Bureau of Planning's Graphic Delineator/GIS Technician and Coordinator.

II. OAKLAND INDUSTRIAL STUDY CORRIDOR AND SUBAREAS

Oakland's Industrial Corridor

Oakland's industrial land supply, business activities, and jobs have been concentrated along the major I-880 freeway and rail corridors that follow the Estuary and San Francisco Bay. These locations offer proximity and accessibility to the businesses and population centers of the city and the region as well as access to the city's major seaport and airport. Oakland's central location and its transportation infrastructure and accessibility continue to be major factors for the continuing viability of industrial business activities within the study corridor.

The city's industrial corridor is outlined in **Figure 1**. The corridor is defined by the major freeways (I-80, 580, 880, and 980) and roadway (International Boulevard) that provide the northern and inland boundaries of the corridor, by the Estuary and San Francisco Bay on the West, and by the city boundary with San Leandro on the south.

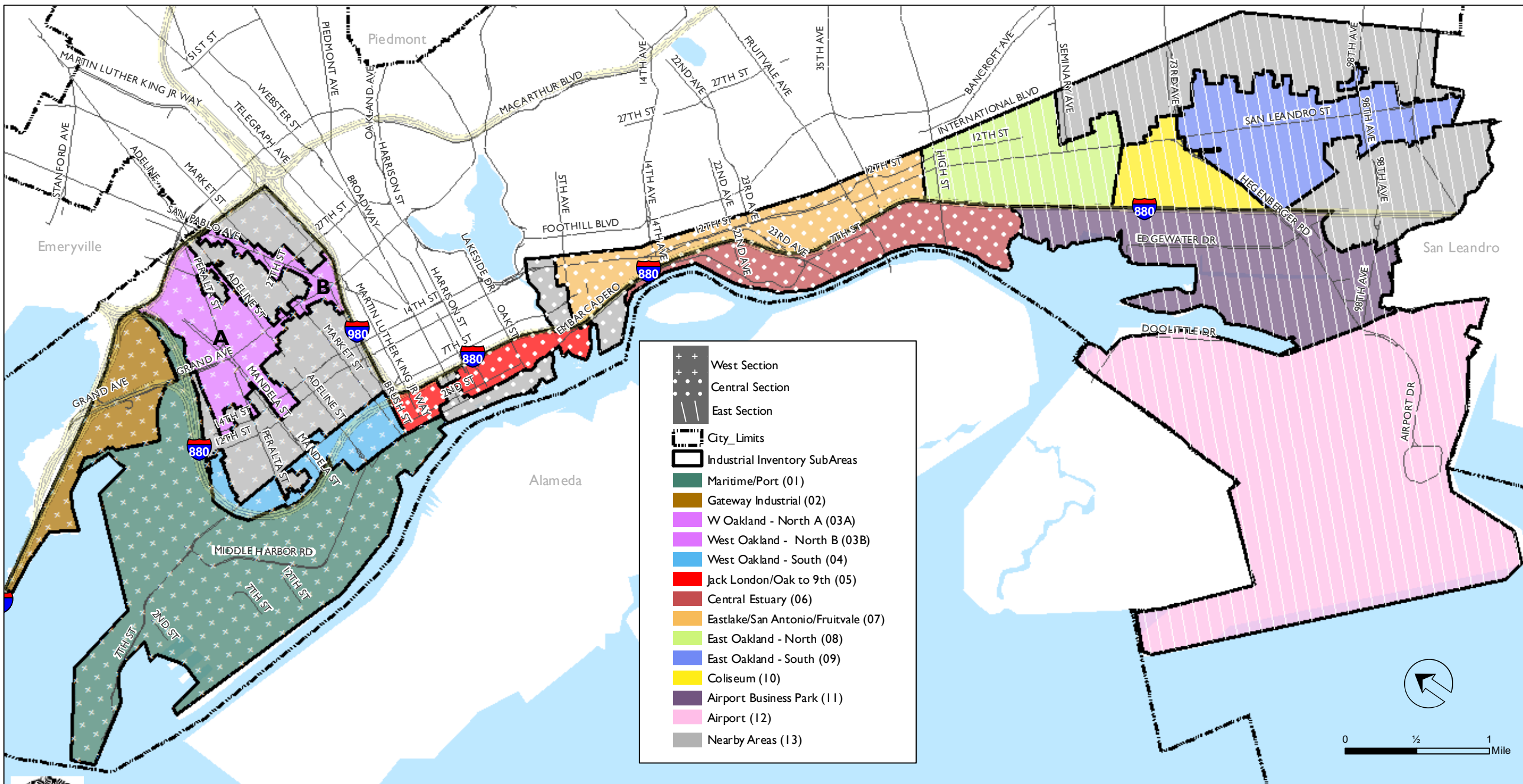
Industrial Subareas

Industrial subareas were defined to reflect the current types and character of industrial land uses, business activities, and the industrial building stock in different areas along the corridor, as well as the mix of land uses in the subarea, zoning and other land use policies, and the nature of real estate market pressures in different parts of the corridor. Subarea boundaries generally follow major streets and existing land use patterns.

Twelve (12) industrial subareas were identified for the corridor. They are listed in **Figure 2** and shown on the map in Figure 1. They include the following.

- ◆ **Transportation Gateways.** Two subareas at either end of the corridor for the major transportation facilities: the Maritime Port and the Airport.
- ◆ **West Corridor.** Three industrial subareas in West Oakland and the Gateway Industrial subarea on the former Oakland Army Base property.
- ◆ **Central Corridor.** Three industrial subareas.
- ◆ **East Corridor.** Four industrial subareas.

In addition, there are parts of the corridor that are outside the 12 industrial subareas. There are three such "nearby areas," one each in West Oakland, the Central Corridor, and East Oakland.



Oakland Industrial Study Corridor and Subareas

Figure 1

Figure 2
Subareas Along the Industrial Study Corridor

<u>West Section</u>	01	Maritime Port
	02	Gateway Industrial
	03A	West Oakland - North
	03B	West Oakland - North/San Pablo Ave.
	04	West Oakland - South
<u>Central Section</u>	05	Jack London/Oak to Ninth
	06	Central Estuary
	07	Eastlake/San Antonio/Fruitvale
<u>East Section</u>	08	East Oakland Industrial - North
	09	East Oakland Industrial - South
	10	Coliseum
	11	Airport Business Park
	12	Airport
<u>Nearby Areas within Corridor</u>		
	13W	West Section
	13C	Central Section
	13E	East Section

III. INDUSTRIAL CORRIDOR LAND USE AND BUILDING STOCK

Approach

The land use inventory, database, and mapping capability developed as a part of this effort identify and describe current corridor land use and building stock based on parcel-specific data for the corridor from the Alameda County Assessor's Office as available through the City of Oakland's IT Department and the City's GIS system. The parcel data were reviewed, corrected in some cases, and augmented as needed to fill in missing data as part of the consultant's efforts to combine the parcel land use and building data from the County Assessor with the business and employment data by address from the State EDD.⁴

⁴ Input was also drawn from similar land use databases developed by Hausrath Economics Group for planning efforts for the West Oakland and Coliseum Specific Plans.

Existing Corridor Land Use

Industrial land use patterns and building stock within Oakland's industrial corridor reflect the City's history of urbanization, the geography of Oakland and the Bay Area, and development of local and regional transportation systems to move goods and serve markets.

Existing land use in Oakland's industrial corridor is summarized on the map in **Figure 3**. The City's industrial land supply remains concentrated along the major I-880 freeway and rail corridors. These locations offer proximity and accessibility to the business and population centers of the city and the region.

Majority of Land in Industrial Use

Currently, there are approximately 6,330 acres of land/lot area within the twelve (12) industrial subareas along Oakland's industrial corridor. Approximately 3,935 acres, or 62 percent of the land area, remain in industrial use, as shown by the areas colored various shades of purple on the map. An additional 860 acres, or 14 percent, are used by utilities, the railroads, and for transportation/transit infrastructure (BART, AC Transit, Caltrans under freeway, and other miscellaneous government-owned properties). Combined, industrial land uses and related infrastructure account for the large majority, 76 percent, of land area in the 12 industrial subareas of the corridor. See **Table 1** and **Figure 4** for summaries of corridor land area by use.⁵

The remaining 24 percent of land area in the corridor includes approximately 650 acres in commercial use (10 percent), 575 acres for parks/open space/tidelands (9 percent), 250 acres for residential uses in the vicinity of industrial activities (4 percent), and 60 acres with institutional uses (1 percent). Note that, within the corridor, there are industrial business activities in space identified as commercial land use, including auto repair garages, smaller manufacturing business operations, construction trades activities, equipment and vehicle leasing and repair, and others, discussed in the later section of the report addressing business activity and employment.

Transportation Gateways and Corridor Industrial Subareas

Among the subareas, those at either end of the corridor with the transportation gateways (maritime port and airport) are almost entirely industrial, while the ten subareas all along the corridor include a greater mix of land uses (see **Figure 5**).

♦ Transportation Gateways: Maritime Port and Airport: 2,652 acres

The major maritime port and airport transportation facilities in subareas 1 and 12 include 2,652 acres of land/lot area, nearly all in industrial (84 percent) and utility/railroad/infrastructure (12 percent) uses, along with four (4) percent of the land in park/open space use. These large subareas include over half (57 percent) of total industrial land in the study corridor (see **Table 1**).

⁵ Throughout, the data for acres of land/lot area report the sum of "lot area" for parcels in the study corridor as reported by the Alameda County Assessor. The land/lot area, also referred to as land area, does not include freeways, streets, sidewalks, and other public rights-of-way.

Table 1
Summary of Existing Industrial Corridor Land Use
(acres of land/lot area)

Land Use	2 Gateway Subareas/a/		10 Industrial Subareas /b/		Total Subareas		Nearby Areas in Corridor /c/		Total Corridor	
	acres		acres		acres		acres		acres	
Industrial (light industrial/ manufacturing, warehouse, logistics/transportation, industrial land with minimal improvements)	2,241	84%	1,694	46%	3,935	62%	15	1%	3,950	49%
Utilities/Railroad/Transportation Infrastructure	306	12%	554	15%	860	14%	78	4%	938	12%
Commercial (auto-related, office, retail, restaurant, hotel/motel, commercial recreation)	<1	-	649	18%	649	10%	122	7%	771	10%
Institutional (schools, churches, medical facilities)	2	-	59	1%	61	1%	215	13%	276	3%
Residential	-	-	250	7%	250	4%	1,173	69%	1,423	18%
Parks/Open Space/Tidelands	103	4%	472	13%	575	9%	97	6%	672	8%
<u>TOTAL</u>	2,652	100%	3,678	100%	6,330	100%	1,700	100%	8,030	100%

/a/ Subareas: Maritime Port (01), Airport (12).

/b/ Subareas 02-11 in West Oakland, Central Corridor, and East Oakland.

/c/ Rest of Corridor outside 12 subareas.

Source: Alameda County Assessor; City of Oakland; Hausrath Economics Group

Figure 4
Land/Lot Area by Use in the 12 Industrial Subareas

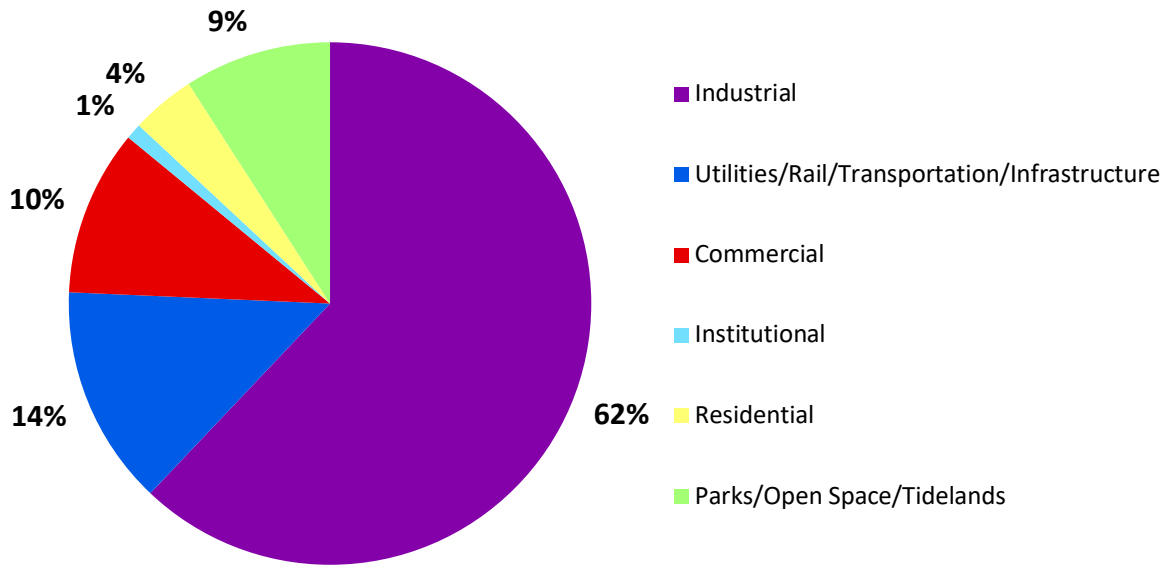
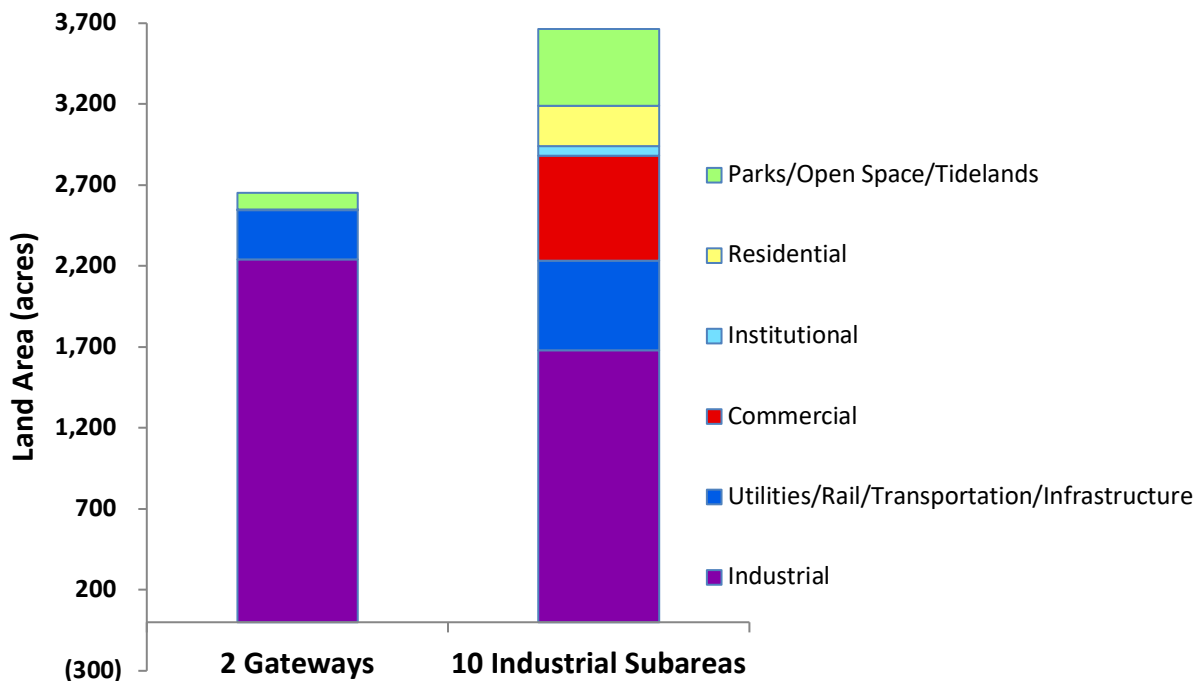


Figure 5
Land/Lot Area by Use in Transportation Gateways and 10 Industrial Subareas



Land in the transportation gateways is committed to transportation, logistics, and industrial uses for the movement of goods and people. Most of the land is owned and/or controlled by the Port of Oakland and/or the City of Oakland for maritime and airport use. As a result, the gateway subareas provide background context for the analysis of privately-owned industrial land in the rest of the corridor subareas that are much more subject to real estate market factors/trends, the cannabis industry, and local land use policies.

♦ **Ten Corridor Industrial Subareas in West, Central, and East Oakland: 3,678 acres**

The 10 corridor subareas include 3,678 acres of land/lot area. Overall, about 1,695 acres are in industrial use (46 percent) and 554 acres in utility/rail/infrastructure use (15 percent), totaling about 2,250 acres (61 percent). The remaining 39 percent of land area includes approximately 650 acres in commercial use (18 percent) with some occupied by industrial business activities, 470 acres in park/open space/tidelands use (13 percent), 250 acres in nearby residential uses (7 percent) and 60 acres with institutional uses (1 percent).

♦ **Industrial Land Uses in the Ten Subareas Occupy Small Share of Total Land/Lot Area Citywide: Under 6 percent**

In the larger citywide context, the amount of land/lot area currently remaining in industrial use in the 10 industrial subareas along the study corridor (1,695 acres) represents a small share of total land/lot area in Oakland: 5.9 percent. These subareas include the privately-owned industrial land supply in Oakland that accommodates a wide range of industrial business activities and substantial employment on a small share of the City’s land supply.

Total land/lot area citywide	28,795 acres	100%
10 Industrial Subareas In Study Corridor (privately- owned industrial land supply)	1,695 acres	5.9%
Transportation Gateways (maritime port and airport subareas under Port of Oakland, City of Oakland, and Railroad ownership)	2,547 acres	8.8%

The transportation gateways with the maritime port and airport occupy 8.8 percent of the City’s total land/lot area. These two subareas are under the control and ownership of the Port of Oakland, City of Oakland, and/or the railroads.

Corridor Industrial Land Use by Type of Industrial Use

Industrial land uses in the corridor include a mix of types of industrial facilities and business activities. The distributions of industrial land uses by type are summarized below and in **Table 2** and **Figure 6**, based on data from the County Assessor. The types of industrial uses include: manufacturing, warehouse, heavy/misc. industrial, transportation/logistics, and industrial land with minimal or no improvements.

Table 2
Mix of Types of Industrial Land Use, in Gateways and Industrial Subareas
(acres of land/lot area)

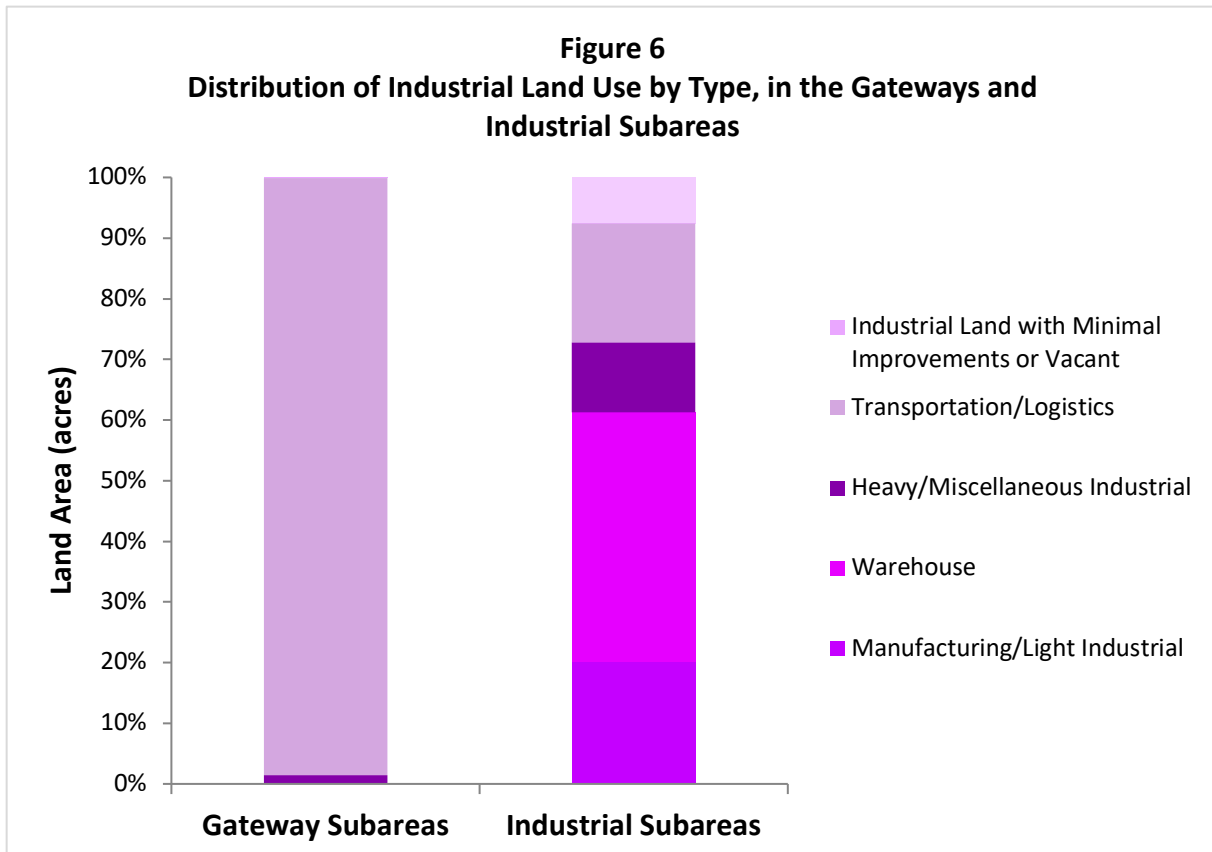
Type of Industrial	2 Gateway Subareas /a/		10 Industrial Subareas /b/	
	acres		acres	
Manufacturing/Light Industrial	-		337	20%
Warehouse	-		691	41%
Heavy/Misc. Industrial	33	2%	193	11%
Transportation/Logistics	2,206	98%	330 /c/	20%
Industrial Land with Minimal Improvements or Vacant	2	sm	143	8%
TOTAL Industrial	2,241	100%	1,694	100%

/a/ Subareas: Maritime Port (01) and Airport (12).

/b/ Subareas 03-11 in West Oakland, Central Corridor, and East Oakland.

/c/ Includes 129 acres currently in transportation/logistics use plus 201 acres in the Gateway Industrial subarea planned for logistics and recycling.

Source: Alameda County Assessor; City of Oakland; Hausrath Economics Group



◆ 2 Transportation Gateway Subareas

Nearly all of the industrial land area in the Gateway subareas is in transportation/logistics use (2,206 of 2,241 acres). A small amount is heavy/miscellaneous industrial.

◆ 10 Corridor Industrial Subareas

Industrial land use (1,694 acres) along the corridor in West Oakland, the Central areas, and East Oakland include a mix of types of industrial uses and building space.

- The largest amount of industrial land is in warehouse use: 691 acres, representing 41 percent of industrial land area. Much of this land is used for distribution and transportation activities.
- Second largest amount is in manufacturing/light industrial use: 337 acres and 20 percent of total industrial land area. Most of this land is used for manufacturing/production activities. The category also includes relatively small amounts of land in industrial flex/R+D use (1.5 acres) and in data center use (1.4 acres).
- The other types of industrial land use in the corridor include:

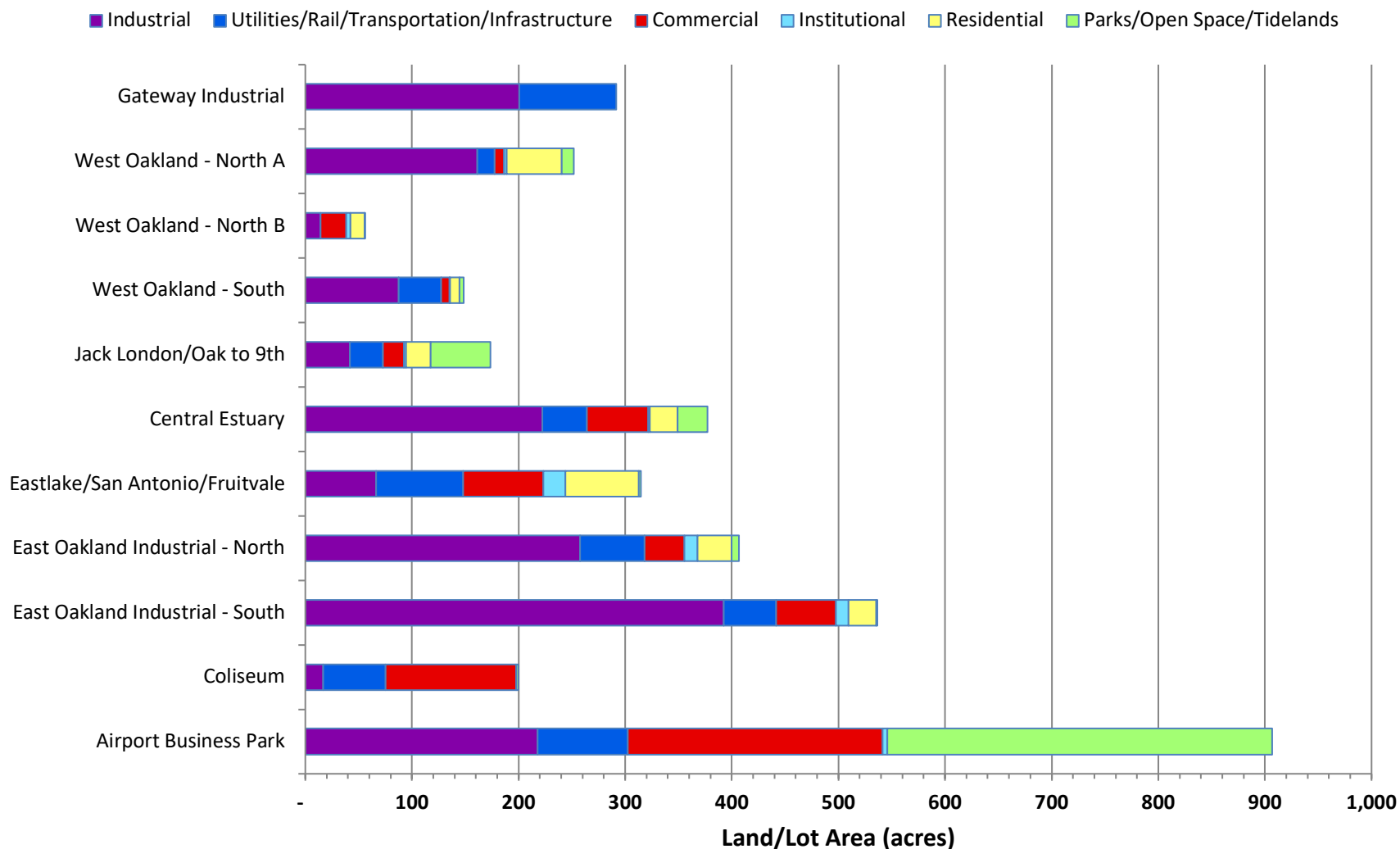
Heavy/Misc Industrial	193 acres	11 percent
Transportation/Logistics (existing)	129 acres	8 percent
Planned for Gateway Industrial Area, anticipated logistics and recycling uses	201 acres	12 percent
Industrial land with Minimal or No Improvements including operations involved in storage, vehicle parking, staging, repair, and others, as well as vacant parcels	143 acres	8 percent

Land Use Patterns and Mix of Uses in Corridor Industrial Subareas

The amounts, types, and character of industrial land use vary among the 10 subareas along the corridor from West Oakland to the Central Corridor to East Oakland. There also are differences among subareas in the mix of other land uses in proximity to industrial. The chart in **Figure 7** identifies and compares the industrial land area in each subarea and the mix of land uses. Subarea land use maps are presented in **Appendix A** at the end of the report. Land use tables for subareas are included in **Appendix B** at the end.

The following provide observations about existing industrial land use patterns in the Corridor.

Figure 7
Land Area in Study Corridor
by Industrial Subarea and Land Use (without Maritime/Port and Airport)



◆ **Largest Amounts of Industrial Land**

The Corridor industrial subareas with the largest amounts of land remaining in industrial use include the following:

	<u>Industrial Land/Lot Area</u>
09 East Oakland Industrial South	393 acres
08 East Oakland Industrial North	258 acres
06 Central Estuary	222 acres
11 Airport Business Park	218 acres
02 Gateway Industrial	200 acres
03A West Oakland North	177 acres
	<u>1,468 acres</u>

Together these subareas include 87 percent of total land in industrial use in the corridor subareas.

◆ **Subareas with Majority of Land in Industrial Use and with Characteristics Important to Continuing Viability of Industrial Uses**

The following are the subareas where industrial uses and related infrastructure occupy the large majority of total land area in the subarea:

	<u>Acres Industrial</u>	<u>Acres Utility/Rail/ Infrastructure</u>	<u>Percent of Subarea Land Area</u>
02 Gateway Industrial	200	91	100%
04 West Oak South	87	40	86%
09 East Oak Industrial South	393	49	81%
08 East Oak Industrial North	258	60	78%
06 Central Estuary	222	42	70%
03A West Oak North	177	16	72%

These subareas are largely industrial and include heavy industrial and transportation/logistics uses as well as warehouse and manufacturing uses. There are large industrial parcels remaining in these areas. (See the corridor land use map in Figure 3 and the subarea maps in Appendix A.)

The land use patterns in these subareas identify industrial areas/districts with multiple industrial uses in close proximity and that accommodate truck traffic and provide relatively direct access to the freeway network and transportation gateways. In addition, these subareas provide industrial locations that are relatively isolated from nearby neighborhoods and commercial areas. All of these factors are important to the continuing viability of industrial land uses in Oakland.

Five of these six subareas developed as industrial areas many years ago. Their land use patterns and building stock remain largely as developed with improvements in parts of the areas. Industrial occupancies are high, and there has been growing demand for industrial locations in these subareas. The Gateway Industrial area is the exception, as it was recently planned as a new industrial area on the site of the former Oakland Army Base and remains largely undeveloped today with new construction underway.

◆ **Subareas with a Mix of Industrial and Commercial Uses**

The following are the subareas with a mix of industrial and commercial uses.

		Industrial Use		Commercial Use	
		Acres	Percent of Land Area	Acres	Percent of Land Area
11	Airport Business Park	218	24%	239	26%
07	Eastlake/San Antonio/Fruitvale	66	21%	75	24%
03B	West Oak North - San Pablo	14	25%	24	43%
10	Coliseum	17	8%	123	61%
05	Jack London/Oak to Ninth	42	24%	20	11%

This is a diverse group of subareas with differing land use characteristics.

- **Airport Business Park.** This subarea has large amounts and a diverse mix of both industrial (warehouse, manufacturing, logistics) and commercial (office, restaurant, hotel/motel) uses. This subarea was developed more recently than the rest of the industrial subareas and has a more modern, business park layout of streets and land uses. The area was developed as a business park and does not include residential uses.
- **Eastlake/San Antonio/Fruitvale (EL/SA/FV) and West Oakland North-San Pablo (WO-SP).** These subareas have a mix of industrial and commercial uses as well as residential uses. The EL/SA/FV subarea has industrial uses along the major rail corridor through the subarea. Both subareas include lighter industrial uses along the older commercial corridors on/around International Boulevard and East 12th Street in East Oakland, and San Pablo Avenue and West Grand Avenue in West Oakland. There are lighter industrial uses in warehouse, manufacturing, and low-cost commercial space in these areas. Within the corridor, these two subareas include the largest amounts of auto repair and other auto-related uses.
- **Coliseum Subarea.** The publicly-owned Coliseum complex represents the majority of this subarea. There also are older industrial uses in the eastern portion of the subarea.
- **Jack London/Oak to Ninth.** A number of industrial uses remain in this subarea, including the city's Produce Market and groups of industrial uses at the western end of the subarea and nearer to the Lake Merritt Channel at the eastern end. The remaining industrial uses are surrounded by growing office, retail/restaurant, and residential uses and development in the subarea and in nearby areas of the corridor.

♦ **Subareas with Residential Uses in Proximity to Industrial**

Most of the industrial subareas have residential uses in parts of the area, generally in peripheral locations. The following identify the percent of land area devoted to residential use in each case.

		<u>Industrial Land Area</u>		<u>Commercial</u> <u>Land Area</u>	<u>Residential</u> <u>Land Area</u>
		Acres	Percent of Subarea Land Area	Percent of Subarea Land Area	Percent of Subarea Land Area
09	East Oakland Industrial South	393	73%	10%	5%
08	East Oakland Industrial North	258	63%	9%	8%
06	Central Estuary	223	59%	15%	7%
03A	West Oakland North	177	66%	4%	20%
04	West Oakland South	87	59%	6%	6%
02	Gateway Industrial	200	69%	0%	0%
11	Airport Business Park	218	24%	26%	0%
10	Coliseum	17	8%	61%	0%
07	Eastlake/San Antonio/Fruitvale	66	21%	24%	22%
03B	West Oakland North-San Pablo	56	25%	43%	24%
05	Jack London District/Oak to 9th	42	24%	11%	13%

The extent of residential use nearby is important because of the potential for land use conflicts between residential uses and industrial business operations and truck/vehicle needs. The industrial subareas with relatively larger shares of land area currently devoted to residential uses include:

- Eastlake/San Antonio/Fruitvale;
- West Oakland North - San Pablo;
- Parts of West Oakland North; and
- Jack London Square/Oak to Ninth.

In addition, there are parts of the Central Estuary subarea (areas in the middle) where industrial and residential uses are in close proximity.

Building Space in Oakland's Industrial Corridor

Majority is Industrial Building Space Totaling Over 32 Million Square Feet in Corridor Subareas

There are approximately 50 million square feet of building space in the 12 subareas along the industrial study corridor, based on the data from the County Assessor. The large majority is industrial building space, accounting for 32.5 million square feet, 65 percent of the total. The industrial building space

(warehouse, manufacturing, logistics, and other space) provides locations for a wide variety and large number of industrial business activities in Oakland.

The building space in the industrial subareas also includes 9 million square feet of commercial space (18 percent), 7.6 million square feet of residential space (15 percent), and 900,000 square feet of space for institutional, utility, and other uses. Analysis summarized later in this report identifies that, in addition to the industrial building space, a share of commercial space is occupied by lighter industrial business activities including auto repair, small manufacturing, construction trades activities, vehicle and equipment leasing and repair, and others. The building space data are summarized in **Table 3**.

Comparison of industrial building space and industrial land/lot area indicate an overall, average ratio of building space per lot area of 0.49 for the industrial subareas combined (and excluding the Gateway Industrial subarea which is not yet developed). By comparison, the overall average ratio for commercial building space and lot area in the subareas is 0.32, a lower overall average density of development than for the industrial land uses.

The Study Corridor also includes approximately 23 million square feet of building space in nearby areas within the larger corridor boundaries. Most of that space is in nearby residential development.

Corridor Locations With Industrial Building Space

The distribution of industrial building space among the corridor subareas is summarized in **Figure 8**. The location patterns are fairly consistent with those for the industrial land supply (summarized in the prior section) with these exceptions. A small share of industrial building space in the corridor, about three (3) percent, is located in the Airport and Maritime Port Transportation Gateways (subareas 01 and 12), although the Gateways include a much larger share of industrial land area in the corridor (62 percent). Oakland's industrial building space is largely built on privately-owned land all along the corridor outside of the seaport and airport areas, as shown in **Figure 8**. In addition, the Gateway Industrial subarea 02 (former Oakland Army Base) has been planned, but is not yet developed, although that subarea includes a relatively large amount of industrial land area.

Table 3
Summary of Existing Building Space by Use
(square feet of building space)

Land Use	2 Gateway Subareas/a/		10 Industrial Subareas /b/		Total Subareas		Nearby Areas in Corridor /c/		Total Corridor	
	sq. ft.		sq. ft.		sq. ft.		sq. ft.		sq. ft.	
Industrial (light industrial/ manufacturing, warehouse, logistics/transportation, industrial land with minimal improvements	864,070	91%	31,659,560	64%	32,523,630	65%	109,050	1%	32,632,680	45%
Utilities/Railroad/Transportation Infrastructure	61,650	7%	307,530	1%	369,180	1%	5,000	-	374,180	1%
Commercial (auto-related, office, retail, restaurant, hotel/motel, commercial recreation)	10,000	1%	9,182,510	19%	9,192,510	18%	2,681,70	12%	11,874,180	16%
Institutional (schools, churches, medical facilities)	-		540,260	1%	540,260	1%	467,010	2%	1,007,270	1%
Residential	-		7,582,630	15%	7,582,630	15%	19,597,750	85%	27,180,380	37%
Parks/Open Space/Tidelands	1,000	1%	-		10,000	-	73,000	-	83,000	-
<u>TOTAL</u>	945,720	100%	49,272,490	100%	50,218,210	100%	22,933,480	100%	73,151,690	100%

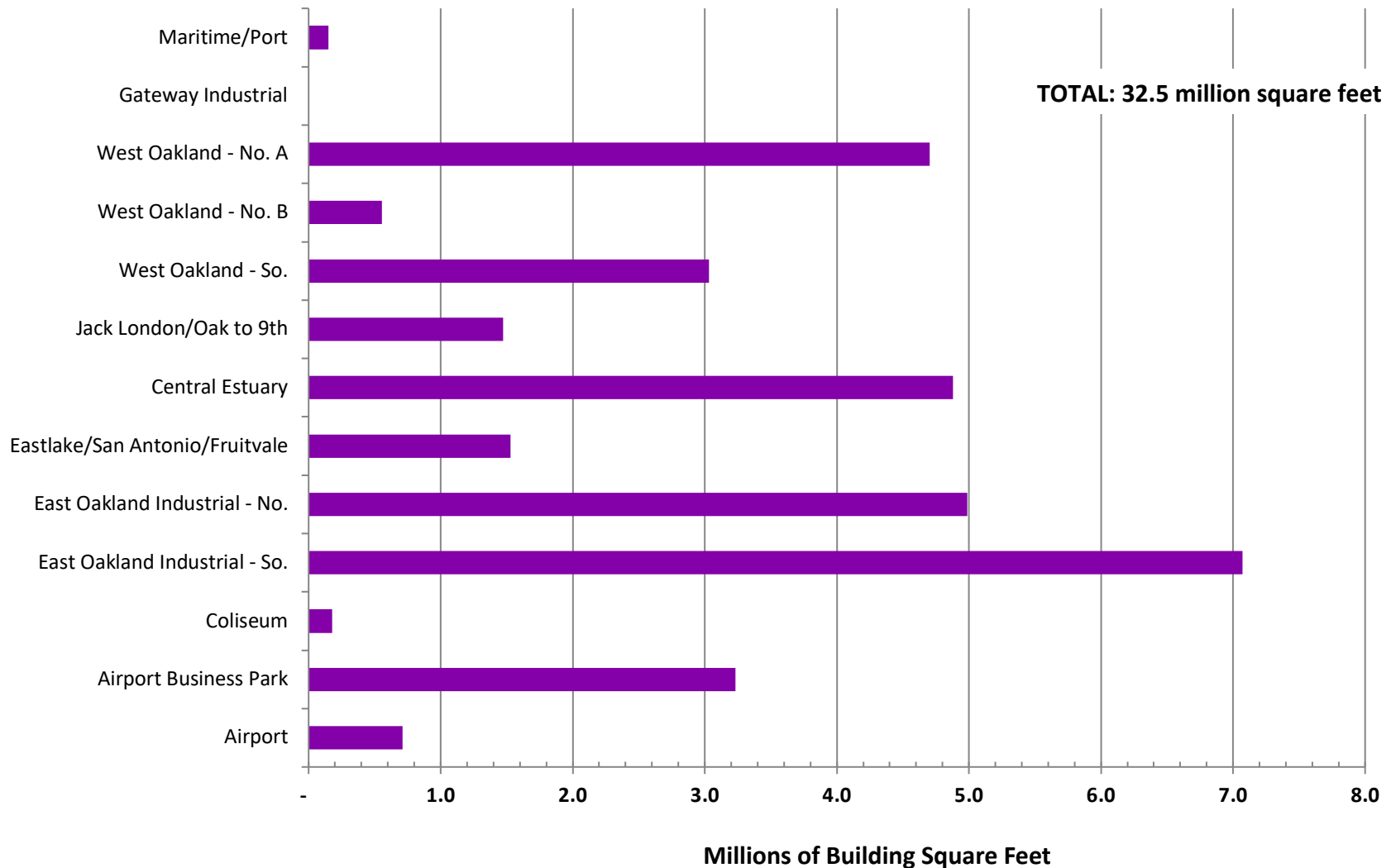
/a/ Subareas: Seaport (01), Airport (12).

/b/ Subareas 02-11 in West Oakland, Central Corridor, and East Oakland.

/c/ Rest of Corridor outside 12 subareas.

Source: Alameda County Assessor; City of Oakland; Hausrath Economics Group

Figure 8
Industrial Building Space in Study Corridor
by Industrial Subarea



◆ **Largest Amounts of Industrial Building Space**

The corridor subareas with the largest amounts of industrial building space currently include the following:

<u>Largest Amounts of Industrial Building Space</u>	
	<u>Industrial Building Space</u>
09 East Oak Industrial South	7.1 million sq. ft.
08 East Oak Industrial North	5.0 million sq. ft.
06 Central Estuary	4.9 million sq. ft.
03A West Oak North	4.7 million sq. ft.
11 Airport Business Park	3.2 million sq. ft.
04 West Oak South	3.0 million sq. ft.
	<hr/> 27.9 million sq. ft.

Together these six subareas include 88 percent of total industrial building space in the corridor subareas. Five of the subareas on this list are also on the list of subareas with the most industrial land/lot area. Differences between the lists occur because the Gateway Industrial area (02) has a large amount of industrial land area but no industrial building space as of the time of this analysis, while the West Oakland South subarea (04) has a notable amount of building space on a relatively smaller land/lot area.

◆ **Differences in Ratios of Industrial Building Space Per Land/Lot Area**

Among subareas, the overall ratios of industrial building space per land/lot area are higher in the West Oakland and Jack London District subareas, similar to the overall average in the other Central Corridor subareas, and lower than average in East Oakland subareas, as shown below.

	<u>Subarea Ratios of Industrial Building Space to Land/Lot Area</u>
West Oakland	
03A West Oakland North	0.67
04 West Oakland South	0.80
03B West Oakland North - San Pablo	0.89
Central Corridor	
05 Jack London District/Oak to 9th	0.81
06 Central Estuary	0.50
07 Eastlake/San Antonio/Fruitvale	0.50
East Oakland	
08 East Oakland Industrial North	0.44
09 East Oakland Industrial South	0.41
11 Airport Business Park	0.34
Average Ratio: All Subareas	0.49

Differences in the building ratios among subareas reflect differences in the types of industrial uses and facilities built in each area and the development patterns and time periods when the subareas were developed. The lowest ratio (Airport Business Park) is for the most recent business park development. The relatively lower ratios for the two East Oakland industrial subareas reflect larger parcels and the presence of large, heavy industrial facilities in these areas as well as the large share of warehouse facilities there. The higher ratios with greater density of development (West Oakland subareas and the Jack London District) occur in the older areas with buildings developed earlier in time. The West Oakland and Jack London areas include both large and smaller parcels and a more “urbanized” development pattern in parts of the areas with higher lot coverage and some multistory buildings. (Also see next section discussing the age of buildings along the corridor.)

♦ **Mix of Industrial and Other Uses**

The mix of building space by use for the industrial subareas along the Corridor is shown in **Figure 9**. Industrial building space is important in all subareas. There is variation among subareas, however, in the extent of commercial and residential building space in addition to industrial space. The differences among subareas are similar to the patterns described for land area in the prior section.

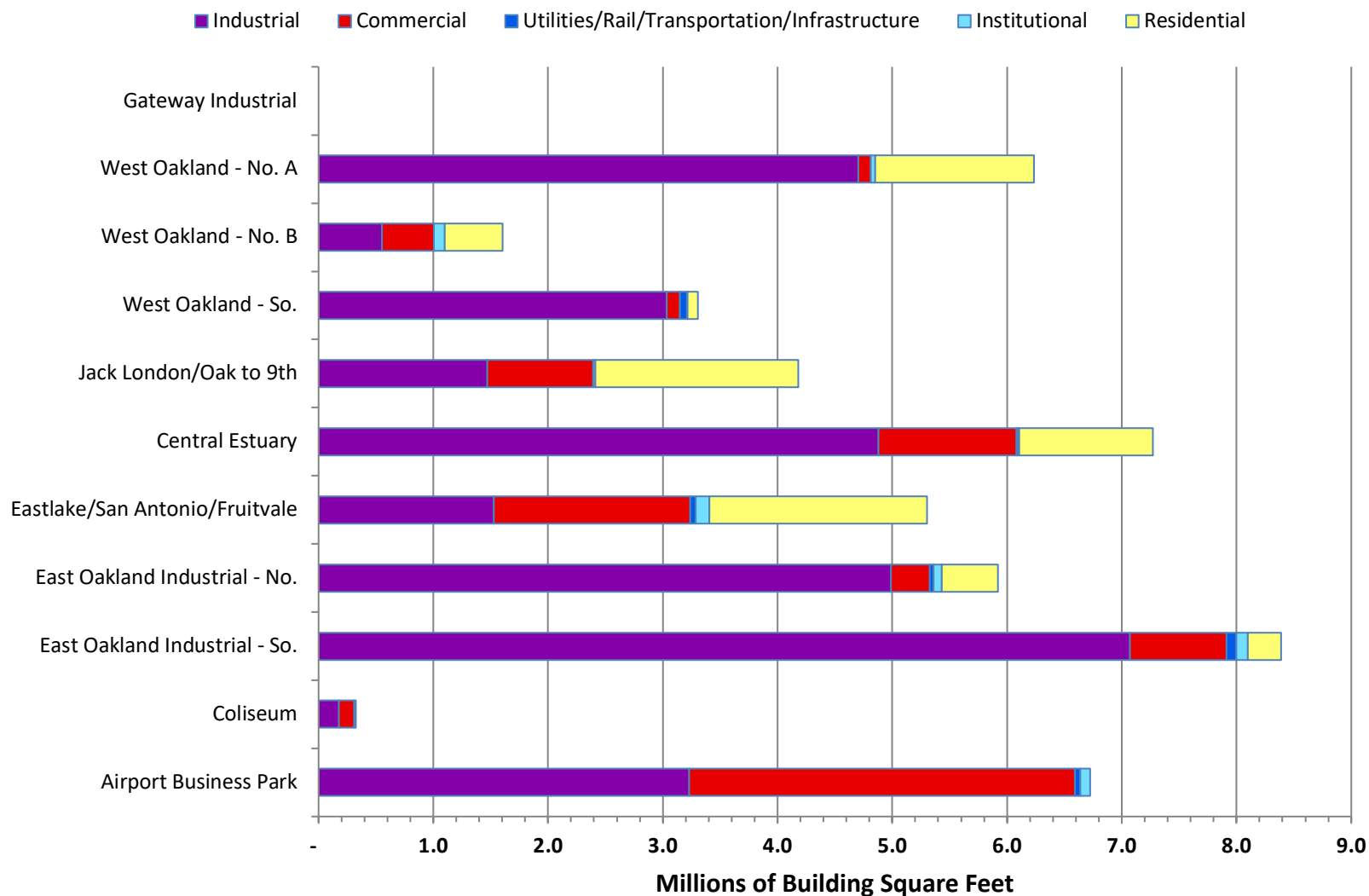
Age of Oakland’s Industrial Building Stock

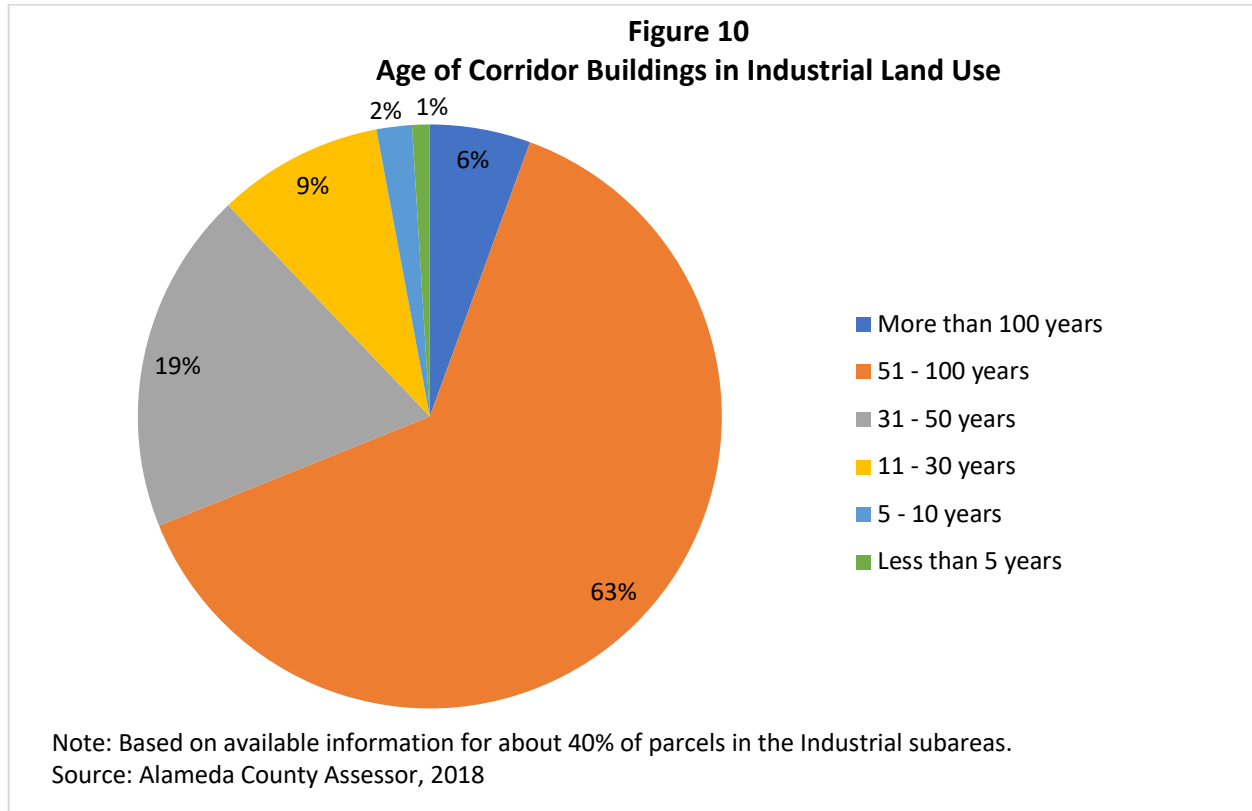
Oakland’s industrial areas and industrial building stock are older. The City’s industrial areas originally developed along the Estuary waterfront and the railroad lines, following completion of the transcontinental railroad in 1869. Available data from the County Assessor’s records covering approximately 40 percent of the industrial building stock identifies the following:

- The oldest, existing, industrial building was built in 1880.
- The most recent construction was in 2018.
- The year with the most newly constructed industrial buildings was 1946.
- The decades with the most industrial building construction in Oakland were during the 1940s, 1950s, and 1960s.

Today, two-thirds (69 percent) of the industrial building stock in the Corridor is 50 years old or older. Some of these buildings have been remodeled and updated while many others have not. About 20 percent of industrial buildings were built 30 to 50 years ago, and about 12 percent were built in the last 30 years. See the chart in **Figure 10**.

Figure 9
Building Area in Study Corridor
by Industrial Subarea and Land Use (without Maritime/Port and Airport)





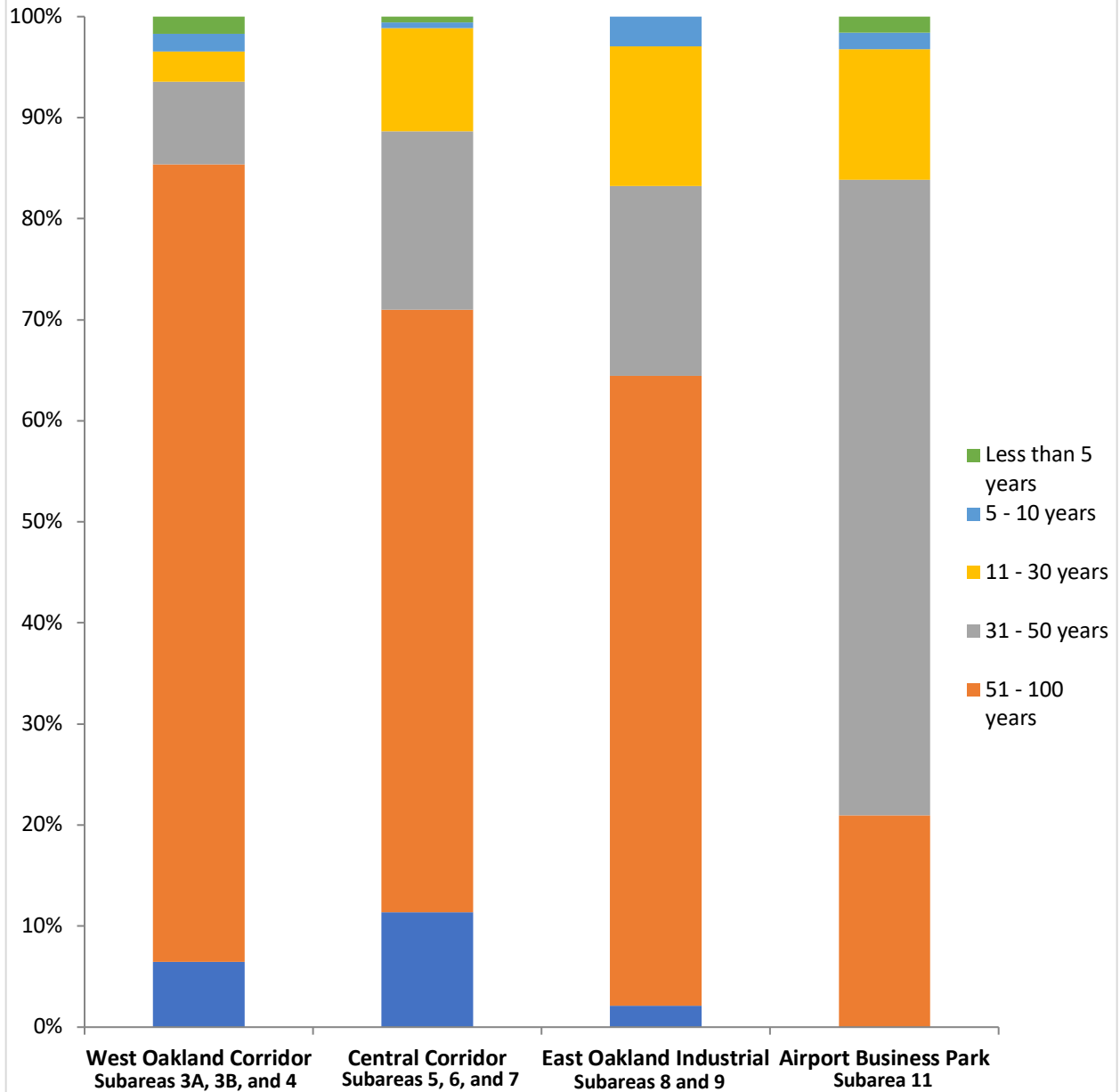
Among the industrial subareas, many of the oldest industrial buildings were built in the Jack London District (subarea 5) and in West Oakland (subareas 3A, 3B, and 4). As development proceeded east along the rail lines, buildings were constructed in the Central Corridor subareas and in the East Oakland industrial areas (subareas 6, 7, 8, and 9). Development of what is now the Airport Business Park came later. The chart in **Figure 11** summarizes the differences among subareas in the age of the industrial building stock.

Oakland's industrial building stock remains in demand, building vacancies are very low today (2.0 percent vacancy⁶), and rents are at an all-time high level (\$0.95 per sq. ft. NNN average asking rent⁷ for industrial/warehouse space). Nevertheless, there are issues of the adequacy and suitability of some of Oakland's industrial building stock and older industrial areas for retaining and attracting modern industrial operations in the future.

⁶ Colliers International, Oakland Industrial Report, Quarter 1, 2019.

⁷ Ibid.

Figure 11
Age of Buildings in Industrial Land Use, Selected Areas



Note: Based on available information for about 40% of parcels in the Industrial subareas.

Source: Alameda County Assessor, 2018

IV. INDUSTRIAL CORRIDOR BUSINESS ACTIVITIES AND EMPLOYMENT

Business activities along the Study Corridor include a broad range of industrial businesses that supply materials, produce goods, transport and distribute goods, and provide a range of services that facilitate and support business activity and household consumption in Oakland and central parts of the Bay Area.

Approach

Analysis was done to identify and describe industrial business activities and employment located within the industrial study corridor using data from the CA Employment Development Department (EDD). The EDD data for business establishments were “matched” with the land use parcel data from the Alameda County Assessor to relate type of business activity and amount of employment to type of land use and building space occupied. Of primary concern is identification of the types of businesses and industries that value central locations along Oakland’s industrial corridor, the magnitude of business activity and employment they support, and the locations where industrial business activities are concentrated.

The EDD data is from payroll tax reports submitted by businesses and other establishments on a quarterly basis. The data is for first quarter 2018 (third month), the most current available at the time of the analysis. The data reports wage and salary employment by place of work. It does not include self-employed persons, so can underestimate total people working in the corridor (the sum of wage and salary employment and self-employed persons).

Definition of Industrial Business Activities and Other Industry Groups

Business/industry groups are defined using EDD data by detailed industry type (defined at the three- and four-digit NAICS⁸ levels).

- ◆ **Industrial Business Activities** are defined based on the nature of business activities performed (identified by NAICS code) and primary type of land use for those activities. The industrial business activities in the study corridor include establishments in nine (9) industry groups of 59 different industries. They are identified in **Figure 12** (left side of chart). Industrial business activities include a broad range of businesses that supply materials, produce goods, transport and distribute goods, transport people, manage our waste, and provide services that facilitate and support business activity and household consumption including repair and maintenance, security, equipment rental and leasing, and other support services.
- ◆ **Other Business Activities** include the rest of business activities in the corridor. There are 13 groups of commercial and institutional activities in 49 different industries that have a presence in the corridor. These are also identified in **Figure 12** (right side of chart). Commercial business activities in the corridor include retail sales, professional and technical services, finance/insurance/real estate, information, accommodations and food services, entertainment and recreation, and personal services. There also are education, health care, and social assistance establishments in institutional and commercial land uses in the corridor.

⁸ NAICS is the standardized North American Industry Classification System used for collecting, analyzing, and publishing business and employment data. The NAICS categories define industries in terms of what goods and services are produced and what processes are performed in doing so.

Figure 12
Defining Industrial Business Activities and Other Activities/Uses in Study Corridor

Industrial Business Activities, Primarily in Industrial Land Use		Other Business Activities Primarily in Commercial and Institutional Land Uses	
3- or 4-Digit NAICS	Industry Title/Description	3- or 4-Digit NAICS	Industry Title/Description
<u>Agriculture, Mining, Utilities</u>		<u>Information</u>	
111	Crop Production	511	Publishing Industries (except internet)
112	Animal Production and Aquaculture	512	Motion Picture and Sound Recording Industries
114	Fishing, Hunting, and Trapping	515	Broadcasting (except internet)
115	Support Activities for Agriculture & Forestry	517	Telecommunications
211	Oil and Gas Extraction	518	Data Processing, Hosting, & Related Services
212	Mining and Quarrying (except oil and gas)	519	Other Information Services
221	Utilities	<u>Retail</u>	
<u>Construction</u>		442	Furniture and Home Furnishings Stores
236	Construction of Buildings	443	Electronics and Appliance Stores
237	Heavy and Civil Engineering Construction	445	Food and Beverage Stores
238	Specialty Trade Contractors	446	Health and Personal Care Stores
<u>Manufacturing</u>		448	Clothing and Accessories Stores
311	Food Manufacturing	451	Sporting Goods, Hobby, & Musical Instrum.
312	Beverage & Tobacco Prod. Manufacturing	452	General Merchandise Stores
313	Textile Mills	453	Miscellaneous Store Retailers
314	Textile Product Mills	<u>Finance & Insurance</u>	
315	Apparel Manufacturing	522	Credit Intermediation and Related Activities
321	Wood Product Manufacturing	523	Securities, Commodity Contracts, & Other
322	Paper Manufacturing	524	Insurance Carriers and Related Activities
323	Printing & Related Support Activities	525	Funds, Trusts, and Other Financial Vehicles
324	Petroleum & Coal Prod. Manufacturing	<u>Real Estate and Rental & Leasing (remainder)</u>	
325	Chemical Manufacturing	531	Real Estate
326	Plastics & Rubber Prod. Manufacturing	5322	Consumer Goods Rental
327	Nonmetallic Mineral Prod. Manufacturing	5323	General Rental Centers
331	Primary Metal Manufacturing	533	Lessors of Nonfinancial Intangible Assets
332	Fabricated Metal Prod. Manufacturing	<u>Professional, Scientific, & Technical Services</u>	
333	Machinery Manufacturing	541	Professional, Scientific, and Technical Services
334	Computer & Electronic Product Manufacturing	<u>Management of Companies and Enterprises</u>	
335	Electrical Equip., Appliance, & Component Manuf.	551	Management of Companies and Enterprises
336	Transportation Equipment and Manufacturing	<u>Administrative and Support Services (remainder)</u>	
337	Furniture and Related Product Manufacturing	5611	Office Administrative Services
339	Miscellaneous Manufacturing	5612	Facilities Support Services
<u>Wholesale Trade</u>		5613	Employment Services
423	Merchant Wholesalers, Durable Goods	5614	Business Support Services
424	Merchant Wholesalers, Nondurable Goods	5615	Travel Arrangement and Reservation Services
425	Electronic Markets add Agents and Brokers	<u>Educational Services</u>	
<u>Transportation & Warehousing</u>		611	Educational Services
481	Air Transportation	<u>Health Care and Social Assistance</u>	
482	Rail Transportation	621	Ambulatory Health Care Services
483	Water Transportation	622	Hospitals
484	Truck Transportation	623	Nursing and Residential Care Facilities
485	Transit and Ground Passenger Transportation	624	Social Assistance
487	Scenic and Sightseeing Transportation	<u>Arts, Entertainment, and Recreation</u>	
488	Support Activities for Transportation	711	Performing Arts, Spectator Sports, & Related
491	Postal Service	712	Museums, Historical Sites, & Similar Institutions
492	Couriers and Messengers	713	Amusement, Gambling, & Recreation Industries
493	Warehousing and Storage	<u>Accommodation and Food Services</u>	
<u>Waste Management</u>		721	Accommodation
562	Waste Management and Remediation Services	722	Food Services and Drinking Places
<u>Vehicle-Related Sales, Services, Repair</u>		<u>Other Services</u>	
4411	Automobile Dealers	8121	Personal Care Services
4412	Other Motor Vehicle Dealers	8122	Death Care Services
4413	Auto/Vehicle Parts, Accessories, and Tire Stores	8129	Other Personal Services
447	Gasoline Stations	813	Religious, Grantmaking, Civic, Prof., & Similar
454	Nonstore Retailers	814	Private Households
5321	Vehicle Rental and Leasing	<u>Public Administration</u>	
8111	Automotive Repair and Maintenance	921	Exec., Legislative, & Other Gen. Gov't Support
<u>Bldg. Materials/Garden Equip. & Supplies</u>		922	Justice, Public Order, and Safety Activities
444	Building Mater. & Garden Equip. & Supp. Dealers	923	Administration of Human Resource Programs
<u>Repair/Maint., Rental/Leasing, & Support Services</u>		926	Administration of Economic Programs
5324	Machinery and Equipment Rental and Leasing	<u>Missing</u>	
5616	Investigation and Security Services	999	Missing
5617	Services to Buildings and Dwellings		
5619	Other Support Services		
8112	Electronic Equipment Repair and Maintenance		
8113	Commercial Machinery Repair and Maintenance		
8114	Household Goods Repair and Maintenance		
8123	Dry Cleaning and Laundry Services		

Large Amount of Business Activity and Employment Within Industrial Corridor

The EDD data identify a total of approximately 2,490 businesses/establishments within the industrial corridor study area, employing approximately 56,630 people. Nearly all business activity is located in the 12 industrial subareas, with a small share in the nearby areas within the corridor.

The industrial subareas include a total of 2,100 establishments employing 51,290 people. (See **Table 4**.)

- ◆ **Industrial Business Activities employ 33,550 people, nearly two-thirds** (66 percent) of total employment in the subareas, and they account for just over one-half (52 percent) of subarea establishments.
- ◆ **Commercial and Other Business Activities employ 17,580 people, about one-third** (34 percent) of total subarea employment, and they account for just under one-half (48 percent) of subarea establishments.

Table 4
Business Establishments and Employment
Within Industrial Corridor and Subareas
2018, Qtr. 1

	Establishments	Employment
Corridor Study Area (Industrial Subareas and Nearby Areas Within Corridor)	2,493	56,634
Industrial Subareas	2,102	51,287
<i>Industrial</i> Business Activities in Subareas	1,099	33,553
<i>Commercial and Other</i> Business Activities in Subareas	949	17,576
Missing NAICS Code	54	158

NOTE: Data excludes establishments and employment associated with IHSS, In-Home Support Services with government funding.

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Industrial Corridor is Important Component of Oakland's Economy and Job Base

In the larger citywide context, industrial corridor business activity supports a substantial share of total employment in Oakland.

	<u>Wage & Salary Employment</u> <u>Qtr. 1 2018⁹</u> (without IHSS employment)	
Total City	183,140	
Corridor Study Area	56,630	31% of City
Industrial Subareas in Corridor	51,290	28% of City
Industrial Business Activities in Subareas ¹⁰	33,550	18.3% of City
Commercial and Other Business Activities in Subareas ⁸	17,580	9.6% of City

Total corridor employment accounts for 31 percent of citywide employment. Most corridor employment is located within the industrial subareas, representing 28 percent of total city employment. About two-thirds of subarea employment is in industrial business activities that provide an important component of Oakland's economy and job base. About one-third of subarea employment is supported by commercial and other business activities. **Of note is that industrial business activities in the corridor provide over 18 percent of total employment in Oakland on less than 6 percent of the city's land supply.**

- ◆ Industrial business activities provide an **important base of stable, good-paying jobs** with limited barriers to entry, for Oakland residents and other workers, particularly those without college educations. They provide jobs in proximity to the workforce residing in East and West Oakland.
- ◆ Corridor industrial business activities **contribute to the economic diversity** of Oakland's economy. They **serve and support other business activity and household consumption** in Oakland and the surrounding region. They also serve and support Oakland's major seaport and airport facilities.

Broad Range of Business Activities Along Industrial Corridor

The EDD data identify approximately 2,100 businesses and other establishments employing approximately 51,290 people. The broad range of business activities involved is summarized by industry group in **Table 5**, along with the number of establishments and amount of employment in each group. Additional data for industries within each group are presented in Appendix C at the end of the report.

⁹ Wage and salary employment from EDD, Quarter 1 2018, excluding IHSS employment for in-home support services with government funding.

¹⁰ The data for industrial business activities and commercial and other business activities do not sum to the total for all business activities due to a small number of establishments missing NAICS data to identify type of industry/business activity, as identified in Table 5.

Table 5
Establishments and Employment in Corridor Industrial Subareas

Industry Group	Land Use /a/	Establishments	Employment /b/	
		number	number	%
<u>Industrial Business Activities</u>				
Agriculture, Mining, Utilities	I	8	104	sm
Construction	I	181	4,313	13%
Manufacturing	I	207	4,884	14%
Wholesale Trade	I	235	4,414	13%
Transportation & Warehousing	I/T	160	13,071	39%
Waste Management	I	21	1,293	4%
Vehicle-Related Sales, Repair	I/C	167	1,650	5%
Bldg. Materials/Garden Equip. & Supplies	I/C	31	589	2%
Repair/Maint., Rental/Leasing, Support Services	I/C	89	3,235	10%
<i>Subtotal - Industrial</i>		<i>1,099</i>	<i>33,553</i>	<i>100%</i>
			<i>66%</i>	
<u>Commercial and Other Business Activities</u>				
Information	C	31	388	
Retail	C	105	1,649	
Finance and Insurance	C	48	529	
Real Estate/Rest of Rental & Leasing	C	76	233	
Professional, Scientific, & Technical Services	C	219	2,378	
Management of Companies	C	23	374	
Administrative & Support Services	C	26	538	
Educational Services	Inst/C	46	2,458	
Health Care & Social Assistance	C/Inst	89	2,946	
Arts, Entertainment, & Recreation	C	19	569	
Accommodation and Food Service	C	151	3,980	
Personal and Other Services	C	108	1,229	
Public Administration	C/Inst	8	305	
<i>Subtotal - Commercial/Other</i>		<i>949</i>	<i>17,576</i>	<i>34%</i>
TOTAL		2,048	51,129	100%
Missing NAICS Data		54	158	
TOTAL All Records		2,102	51,287	

NOTE: Data shown for 12 industrial subareas, excluding nearby areas within corridor. Data excludes establishments and employment associated with IHSS, In-Home Supportive Services with government funding.

/a/ I = Industrial; T = Transportation; C = Commercial; Inst = Institutional

/b/ Wage and salary employment, Qtr. 1 2018.

Source: CA Employment Development Department; City of Oakland, Hausrath Economics Group

Industrial Business Activities Account for Two-Thirds of Employment

Industrial business activities accounting for two-thirds of employment in the subareas include businesses that supply, build, produce, warehouse/store, sell, transport, deliver, repair, and maintain goods, materials, and facilities and provide related services. All have demand for locations along Oakland's industrial corridor. The chart in **Figure 13** illustrates the relative shares of employment in the different industry groups.¹¹

◆ **Transportation, Warehouse, Courier/Postal, and Related Activities/Industries**

This group is the largest, representing 39 percent of corridor industrial activity and employment. It includes industries involved in the transportation of goods and people, the warehousing and storage of goods, courier and delivery services, the US Postal Service, and support activities related to the major freight facilities and modes of transportation. Overall, this group includes 160 establishments employing 13,070 people in the industrial subareas. The largest amounts of employment within this group are in these industries: couriers and messengers (largest), air transportation, truck transportation, and the postal service. (See data in Appendix C).

Businesses in this group value the corridor's central Bay Area location in proximity to the urban centers (Oakland, San Francisco, and Inner East Bay), excellent access to the freeway network, land within and in proximity to the seaport and airport as well as major rail lines, and the availability of large sites without significant land use conflicts.

◆ **Manufacturing**

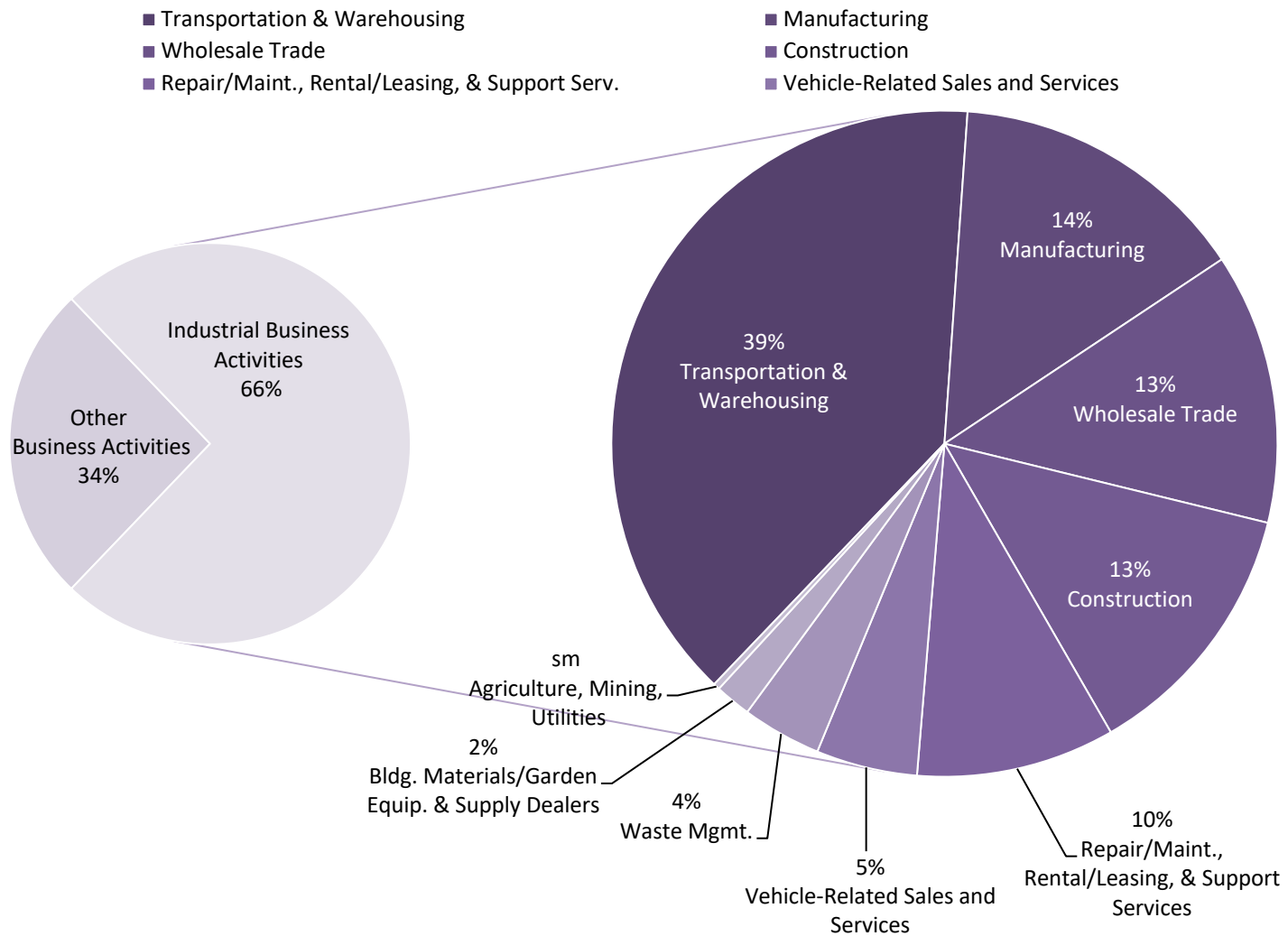
Manufacturing is the second largest group, including businesses producing a range of products and materials. It includes a mix of small and mid-sized businesses, typically serving local, central Bay Area, and regional markets, including specialty markets focused on the urban centers. The larger amounts of business activity and employment are involved in:

- food manufacturing (largest)
- fabricated metal product and primary metal manufacturing
- computer and electronic product manufacturing
- furniture and related product manufacturing
- other manufacturers in 14 other industries

Overall, this group includes 207 establishments employing 4,880 people (about 15 percent of subarea industrial business activity and employment). Corridor locations are attractive for these industries because of their central location with access to markets and suppliers as well as labor. Data on employment and number of establishments for manufacturing industries are provided in Appendix C.

¹¹ The NAICS industrial classification system does not include categories for cannabis businesses. Thus, there are no EDD data that identify cannabis businesses in the corridor study area. Separate analysis is underway to identify cannabis businesses using City data from permits and tax collections.

Figure 13
Employment in Industrial Business Activities
Percentages by Industry Group



◆ **Wholesale Trade**

This group includes businesses buying and selling goods, often in large volumes, and typically to/from businesses, as an intermediate step in the distribution process. This industry is the third largest industrial group in the corridor with 235 establishments employing 4,410 employees (about 13 percent of subarea industrial business activity and employment).

◆ **Construction**

This group includes businesses involved in construction of buildings, construction of infrastructure, and specialty trades contractors. Construction businesses are the fourth largest industrial group in the corridor with 181 establishments employing 4,310 people (about 13 percent of subarea industrial business activity and employment). The specialty trades contractors group is the largest, representing just under 60 percent of total employment for the group.

Construction businesses located along the corridor serve Oakland and the central parts of the Bay Area. The concentration of specialty trades in Oakland indicates the importance of good freeway access to the markets they serve as well as the large amount of construction in Oakland and other central areas.

◆ **Other Industrial Business Activities**

There are five additional industrial business groups within the corridor subareas identified below, in order of amount of employment.

– ***Repair/Maintenance, Rental/Leasing, and Other Support Services***

This group includes a diverse mix of services supporting businesses and households in Oakland and surrounding areas. The largest amounts of employment are supported by businesses providing security services, services to buildings and dwellings (janitorial, etc.), and laundry and dry cleaning services. In total, the group includes 89 establishments employing 3,235 people.

– ***Vehicle-Related Sales, Services, Parking, and Repair***

Large components of this group are auto repair and related businesses, that are shifting to the industrial corridor from the Broadway Valdez Area. Most of those are local-serving, small businesses. There also are vehicle-related business activities associated with travelers at the airport and related to truck transportation activities in the corridor.

– ***Waste Management***

This group includes operations involved in solid waste and hazardous waste collection, treatment, and/or disposal, and recycling. Major facilities in Oakland are all located in the industrial corridor.

– ***Building Materials and Garden Equipment and Supplies***

These activities serve other businesses as well as households in Oakland.

– ***Agriculture, Mining, and Utilities***

The industrial operations of these industries are relatively small within the study area.

Industrial Business Activities are Important to the Economy

◆ **Most Industrial Businesses in the Corridor Are “Business Support Industries” Serving Local and Regional Demand.**

Most corridor businesses provide goods and services to other businesses, thereby supporting business activities and household consumption in Oakland and throughout the Bay Area.

Examples include many of the businesses in transportation and warehousing, many types of manufacturing, wholesale trade, and construction.

◆ **Some Industrial Businesses are “Driving Industries” Serving Broader Markets.**

Some corridor businesses serve state, national, and even international markets, as well as local and regional markets. They bring in revenues that support the local/regional economies.

Examples include businesses in the corridor in high-tech manufacturing (computer and electronic manufacturing), and a share of water and air freight activities through the seaport and airport that serve broader markets beyond the Bay Area.

◆ **Some Industrial Businesses are “Population-Serving” and “Business-Support” Industries.**

There are industries focused on serving both resident and business markets along the corridor.

Examples include postal and courier services, waste management and recycling, auto/vehicle repair, and building materials/garden equipment and supplies dealers.

Commercial and Other Business Activities Account for One-Third of Employment

In addition to industrial business activities, about one-third of activity and employment in the subareas is associated with a diverse mix of commercial, institutional, and other business activities. Most of these business activities are not related to or supportive of the industrial business activities in the corridor.

These fall into several groups, discussed in order of amount of employment and activity.

◆ **Education Services and Health Care/Social Assistance**

The corridor subareas include a notable amount of activity involved in education, health care, and social assistance (135 establishments employing 5,400 people, accounting for 31 percent of employment in commercial and other business activities in the corridor). These activities are located throughout the corridor, largely serving residents in surrounding areas. They appear to be located in the corridor because of the availability of larger sites (former industrial sites), suitable buildings, and/or lower cost locations compared to options in other areas of the city.

◆ **Accommodations, Food Services, Commercial Recreation/Entertainment**

These business activities include overnight accommodations, restaurants, and sporting and other events at the Coliseum that are supported by event patrons, airport and business travelers, residents and people working nearby, and the area’s major freeway location. This group includes

170 establishments employing 4,540 people. (Note that the loss of the sports teams will affect business activity in this group.)

◆ **Professional/Scientific/Technical Services, Administrative and Support Services, Finance/Insurance/Real Estate, Management of Companies, and Information**

Many of the businesses in this group are located in the corridor because of the availability of relatively lower cost office and other space, such as located in the vicinity of I-880/Hegenberger and in the Airport Business Park as well as along parts of the Central Estuary. There are also businesses in this group that are located in the corridor for proximity to industrial business activities nearby. In total, these activities include about 420 establishments employing 4,440 people.

◆ **Additional Commercial and Other Business Activities**

There are three additional commercial business activities within the corridor subareas.

– ***Retail***

There are retail business activities located on larger, formerly industrial sites and along the commercial corridors. These businesses support households and businesses nearby and from elsewhere in Oakland.

– ***Personal and Other Services***

These activities primarily serve households in surrounding areas as well as employees working nearby.

– ***Public Administration***

There are government administrative offices/facilities in the subareas, accounting for a relatively small amount of employment.

“Match” Between Business Activities and Land Use

The description of corridor business activities and employment in this section is based on the EDD data and the NAICS classifications of industries defined in terms of the goods and services produced. The business activities and industry groups relate to land use type but are not defined by land use per se. There can be differences between the business activity and the land use when a particular establishment performs only some of the functions involved in the business’s production process, particularly in the case of larger companies. For example, the management, administrative support, and/or marketing functions of a larger manufacturing company can be located in an office building in a downtown location separate from the production functions located elsewhere in industrial space. A smaller manufacturer, however, is more likely to include all functions in the industrial land use.

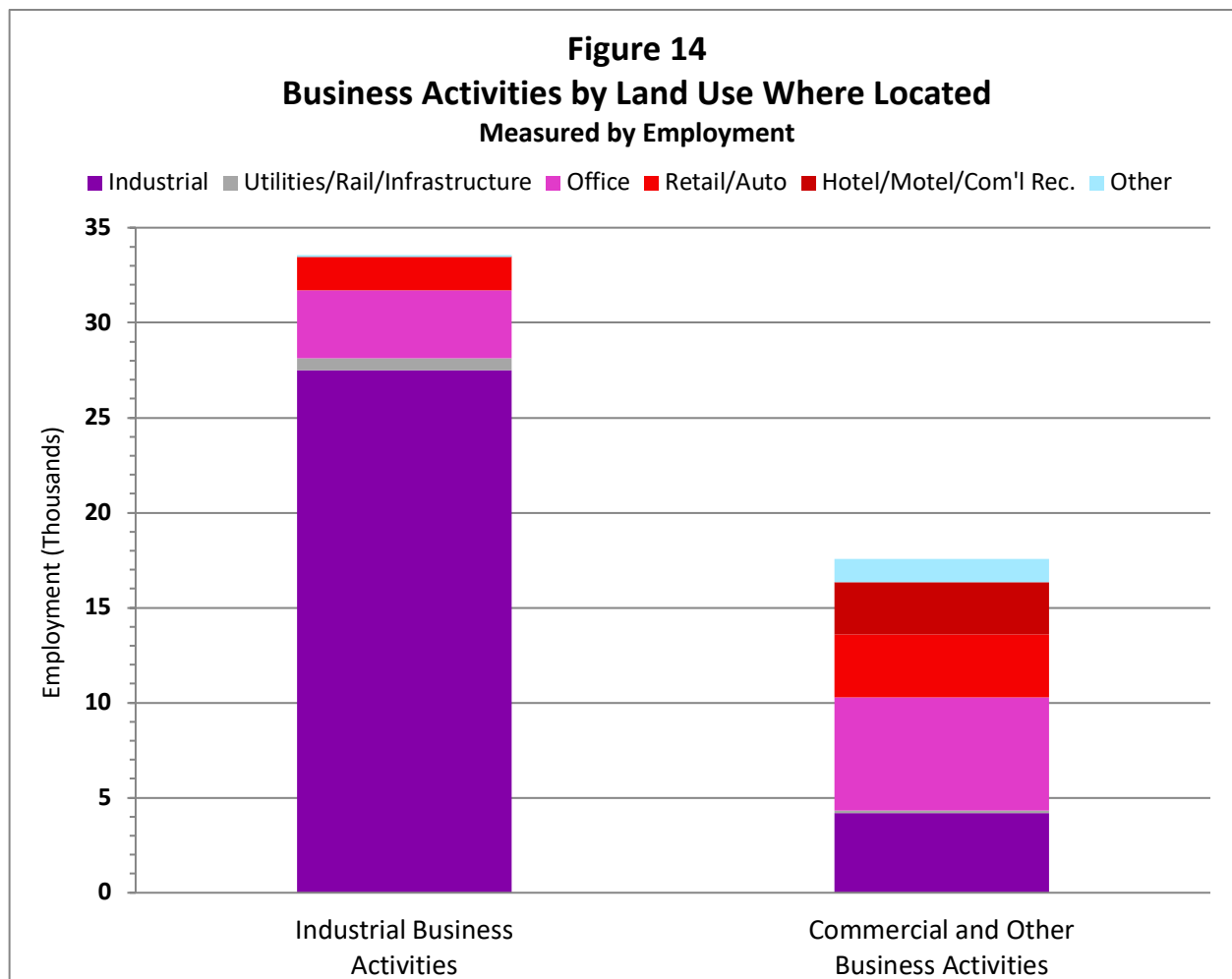
The database developed for this project allows comparison of business activity/industry for an establishment (from the EDD data as discussed in this section) with the land use on which they are located (from the County Assessor’s data discussed in the first section of the report). Such comparisons for industrial business activities, in particular, provide further insight into the business functions of

establishments located in the study subareas and the importance of the industrial land supply for retaining those establishments in Oakland.

Most Industrial Business Activities in the Corridor are Industrial Land Uses As Well

Large shares of industrial business activity are located in industrial land uses in the corridor, as shown in *Figure 14*.

- ◆ Industrial Business Activities defined by EDD and the NAICS classifications “match up” with the land use data for the corridor as follows.
 - 82 percent of industrial business activities are located in industrial land uses, as measured by employment (27,490 employees out of 33,550).



- The rest of corridor industrial business activity occurs in other land uses as shown in *Figure 14*.
 - Two (2) percent are located in the group of utilities/rail/infrastructure land uses (employment of 630). This land use group is similar to industrial land use.

- 11 percent occurs in office space (commercial land use) (employment of 3,590). The industrial business activities with larger amounts of employment in office space in the corridor include: (a) construction and (b) repair/maintenance, rental/leasing, and support services. There also are smaller amounts of employment located in office space from the transportation, wholesale trade, and manufacturing industry groups.
- Five (5) percent (employment of 1,760) occurs in retail/auto land uses, with most located along the commercial corridors in available storefronts and other lower cost space. The groups with the larger amounts of employment in retail/auto space include auto repair/maintenance and other vehicle-related sales and service, building materials/garden equipment and supply dealers, and repair/maintenance, rental/leasing, and support services.

Commercial and Other Business Activities are Primarily Located in Commercial Land Uses

Commercial and other business activities in the corridor “match up” with land uses as shown in **Figure 14** and described below:

- 68 percent of commercial and other business activities, as measured by employment, are located in commercial land uses including office, retail/auto, and hotel/motel/commercial recreation land uses.
- 24 percent are located in industrial space, likely accounting for commercial business activities serving industrial businesses/markets.
- Seven (7) percent are institutional land uses, including schools and religious/nonprofit facilities.
- One (1) percent is in the utility/rail/infrastructure land use group.

Among Industrial Business Activities, There is Variation in Dependency on Corridor Industrial Land Supply

The data are used to calculate the percentage of industrial business activity and employment located in industrial land uses for each of the industrial business groups. As shown on the chart in **Figure 15**, there is significant variation among the industry groups.

◆ Industrial Business Activities That Are Dependent on Corridor Industrial Land Supply

Currently, nearly all the business activity and employment in these four (4) industry groups are located in industrial land uses:

<u>Industry Group</u>	<u>Percent of Employment in Industrial Land Use</u>
Waste Management	99%
Manufacturing	95%
Transportation and Warehousing	92%
Wholesale Trade	88%

These groups account for the large majority (71 percent) of total employment in industrial business activities in the corridor subareas. These business activities are the most dependent on the industrial land supply in the corridor and would be the ones most impacted by reductions in that land supply. Transportation accessibility, particularly truck access, larger sites, and some isolation from residential neighborhoods and active commercial areas are important location factors for these industry groups. Locations for these industries are best supported by the general industrial zoning categories, and not the commercial industrial mix categories.

The construction industry group also is dependent on an industrial land supply although to a lesser degree than the groups above.

<u>Industry Group</u>	<u>Percent of Employment in Industrial Land Use</u>
Construction	68%

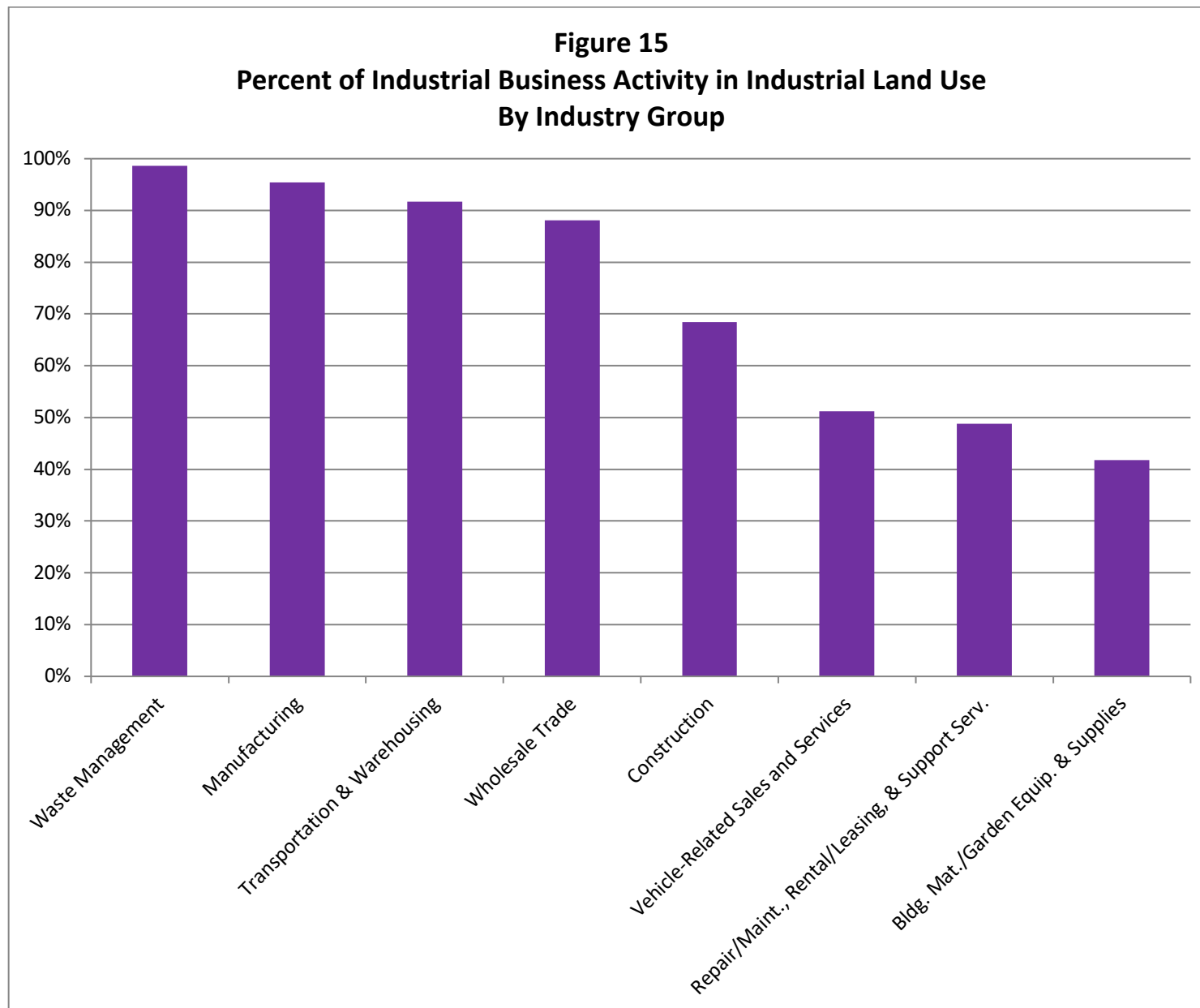
This group includes a broader mix of business functions, including heavier construction work with materials and equipment on-site as well as administrative and management functions that can locate away from construction activities and yards. Together with the groups above, these five (5) industries account for 83 percent of total employment in industrial business activities.

◆ **Industrial Business Activities That Locate in Industrial and Commercial Land Uses**

The data also show industrial business activities that are located in either industrial or commercial land uses, depending on their operations and the markets they serve.

<u>Industry Group</u>	<u>Percent of Employment in Industrial Land Use</u>
Vehicle-Related Sales and Services	51%
Repair/Maintenance, Rental/Leasing, & Support Services	49%
Building Materials/Garden Equipment & Supplies	42%

These industry groups account for 16 percent of total employment in industrial business activities. Businesses in these groups serve other businesses, some serve households, and some serve both markets. Many operate on smaller sites, they are less dependent on truck access, and there is less potential for off-site impacts. Thus, the activities of these businesses split around 50-50 between industrial and commercial land uses. These groups are the ones more likely to locate in areas designated for a mix of commercial and industrial land uses.



Business Activities and Employment by Subareas Within the Corridor

Types of business activities and amounts of employment vary among the subareas along the corridor. The location patterns for business activities are consistent with the land use patterns described earlier in the report, but with differences attributable to the types of industries and business activities identified for subareas by the EDD data.

Employment and Business Activity in Two Transportation Gateway Subareas

There are 93 establishments employing approximately 7,950 people in the two Gateway subareas, together accounting for 15 percent of total wage and salary employment in all 12 corridor subareas. The airport and related activities in subarea 12 support most of this employment (7,105) and the maritime port employs the rest (845 people). Nearly all of the business activities in the Gateway subareas are industrial business activities (90 percent). See *Table 6*.

Employment and Business Activity in Ten Corridor Industrial Subareas

There are 1,845 establishments employing approximately 43,340 people in the 10 industrial subareas along the corridor. Overall, the majority of employment in the 10 subareas, 61 percent, is in industrial business activities (as defined earlier in this section). The rest, 39 percent, is in commercial and other business activities.

The amounts of employment in each subarea reflect the size of the subarea (acres of land) and the types of land uses and business activities there. The chart in *Figure 16* shows variations in the amounts of employment and the mix of business activities among the subareas. (The acres of land and land use mix by subarea are shown in the first section of the report.) The data in *Table 6* provide a summary of employment and the type of business activity for subareas grouped by section of the study corridor. Further detail is included in tables presented in *Appendix C* at the end of the report.

◆ Subareas with Large Majority of Employment in Industrial Business Activities

The following are the subareas with the largest shares of employment and business activity in the industrial business categories (ranging from 77 to 96 percent of subarea employment). From the business/industry perspective, these subareas are the most industrial in character.

	Subarea Employment	Percent in Industrial Business Activities
02 Gateway Industrial	270*	96%
08 East Oak Industrial - North	2,234	87%
09 East Oak Industrial - South	5,319	81%
03A West Oak North - A	3,680	78%
04 West Oak - South	2,996	77%

* This subarea is just developing and is planned for industrial business activities

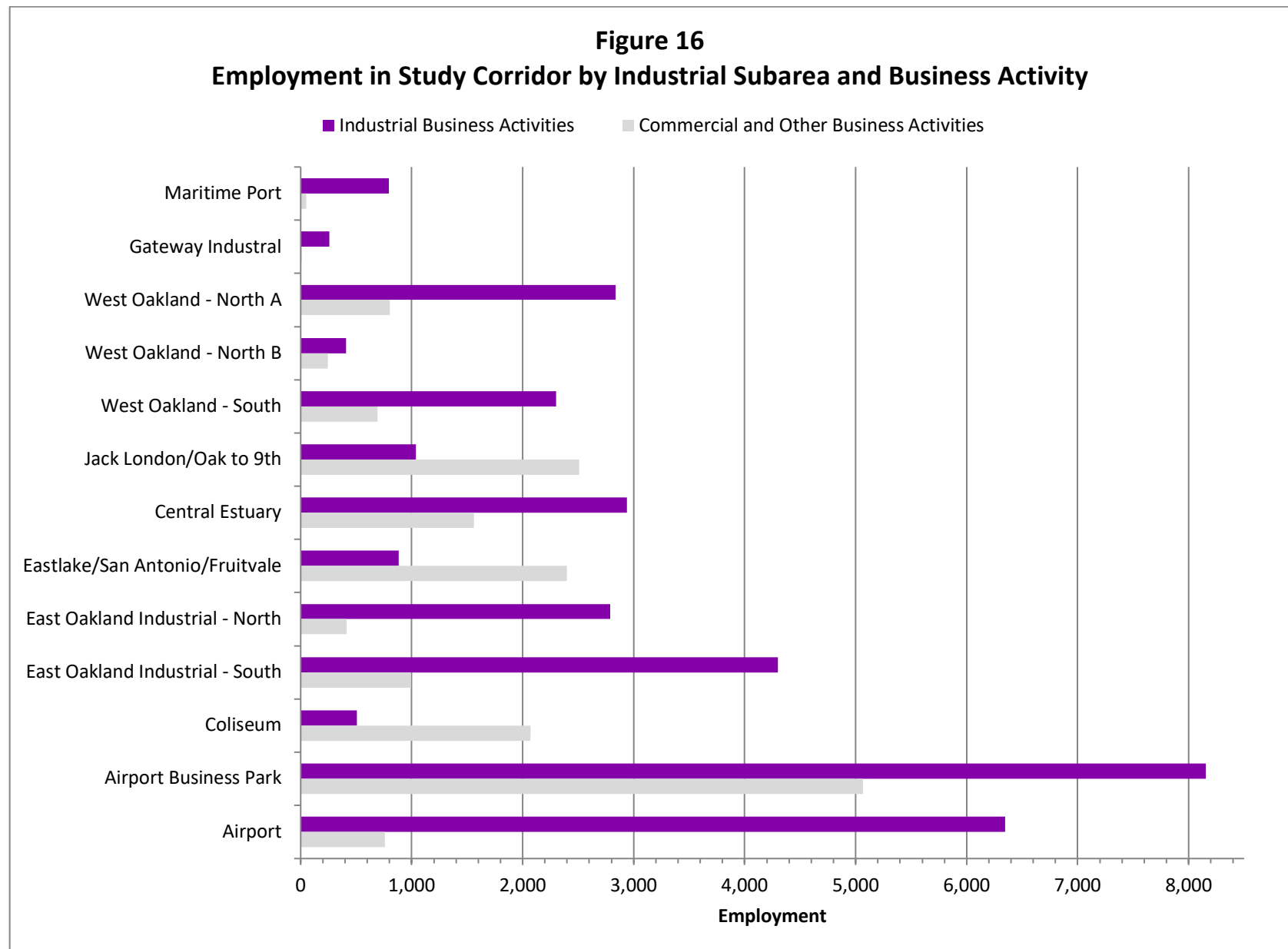


Table 6
Employment in Corridor by Sections and Business Activity

Locations/Subareas	Employment	Percent Industrial Business Activities	Percent Commercial & Other Business Activities
2 Gateway Subareas (01 and 12)	7,948 15% of employment	90%	10%
10 Industrial Subareas (02-11)	43,339 85% of employment	61%	39%
West Section (02, 03A, 03B, 04)	7,608	77%	23%
Central Section (05, 06, 07)	11,364	43%	57%
East Industrial Section (08, 09)	8,553	83%	17%
East Business Park / Coliseum Section (10, 11)	15,814	55%	45%

NOTE: See Figure 2 for identification of subareas within sections of the corridor and Figure 17 for employment data for subareas, by type of business activity. Also see additional tables in Appendix C.

Source: CA Employment Development Department; City of Oakland, Hausrath Economics Group

◆ **Subareas with Majority of Employment in Industrial Business Activities and With Notable Shares of Other Business Activities As Well**

The following are the subareas where industrial business activities are important and represent from 62 to 65 percent of total subarea employment. In addition, these subareas also have notable shares of employment in commercial and other business activities.

	Subarea Employment	Percent in Industrial Business Activities
06 Central Estuary	4,518	65%
03B West Oak North - San Pablo	662	63%
11 Airport Business Park	13,236	62%

It should be noted that the Airport Business Park (subarea 11) has the largest *amount* of employment in industrial business activities of all the subareas, due to its large area and to the types of industrial business activities and business functions located there, many with higher employment densities and a share located in office space/land use.

◆ **Subareas with the Majority of Employment in Commercial and Other Business Activities, and Where Industrial Business Activities are of Less Overall Importance**

Industrial business activities in these subareas support from 20 to 30 percent of total subarea employment.

		Subarea Employment	Percent in Industrial Business Activities
05	Jack London/Oak to 9th	3,563	29%
07	Eastlake/San Antonio/Fruitvale	3,283	27%
10	Coliseum	2,578	20%

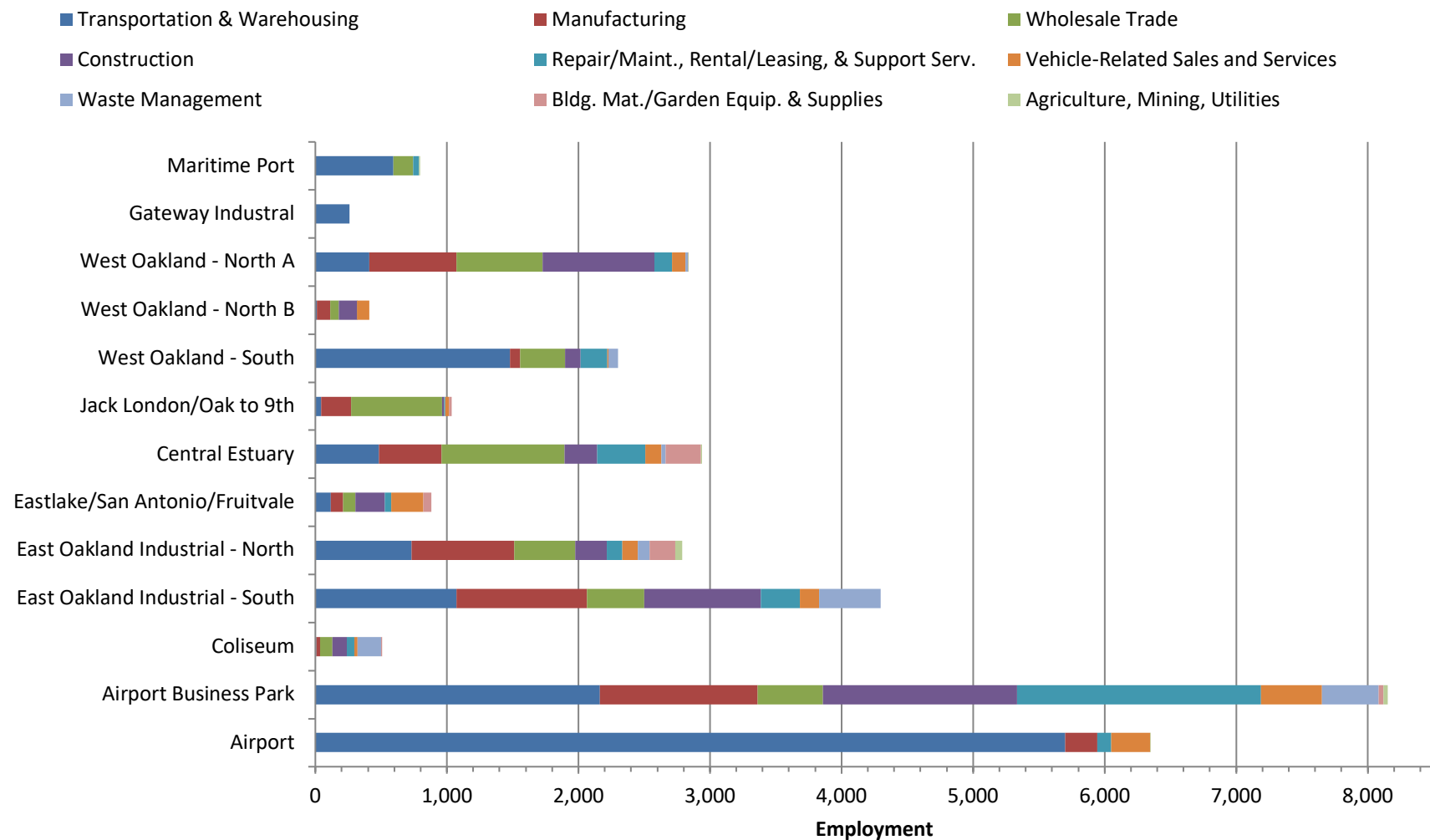
Locations for Key Industry Groups Within Industrial Subareas

The chart in **Figure 17** shows the mix of industry groups that comprise the *industrial business activities* located in each subarea. Comparisons across subareas identify the corridor locations with the largest amounts of corridor employment in each industry group. Such comparisons provide insight into the location decisions of establishments in different industry groups and into the location attributes of subareas that may be important to industries of different types. They also identify the types of business activities that would be impacted by reductions in the industrial land supply in a subarea.

For each industry group, the list below identifies the subareas where larger amounts of business activity and employment in each group are located within the corridor.

<u>Industry Group</u>	<u>Group Employment</u>	<u>Subareas with Larger Amounts of Employment</u>	
Transportation & Warehousing	13,071	12	Airport 5,701
		11	Airport Business Park 2,162
		04	West Oakland - South 1,480
		09	East Oakland Industrial - South 1,072
		08	East Oakland Industrial - North 733
		01	Maritime Port 592
Manufacturing	4,884	11	Airport Business Park 1,200
		09	East Oakland Industrial - South 994
		08	East Oakland Industrial - North 778
		03A	West Oakland - North A 664
		06	Central Estuary 476
Wholesale Trade	4,414	06	Central Estuary 934
		05	Jack London/Oak to 9 th 690
		03A	West Oakland - North A 654
		11	Airport Business Park 495
		08	East Oakland Industrial - North 466
		09	East Oakland Industrial - South 434

Figure 17
Employment in Industrial Business Activities in Study Corridor
by Industrial Subarea and Industry Group



Construction	4,313	11	Airport Business Park	1,478
		09	East Oakland Industrial - South	885
		03A	West Oakland - North A	851
		06	Central Estuary	251
		08	East Oakland Industrial - North	239
Repair/Maint., Rental/Leasing, & Support Services	3,235	11	Airport Business Park	1,852
		06	Central Estuary	365
		09	East Oakland Industrial - South	300
		04	West Oakland - South	200
Vehicle-Related Sales & Services	1,650	11	Airport Business Park	463
		12	Airport	298
		07	Eastlake/San Antonio/Fruitvale	245
		09	East Oakland Industrial - South	143
Waste Management	1,293	09	East Oakland Industrial - South	470
		11	Airport Business Park	434
Building Materials/Garden Equipment & Supplies	589	06	Central Estuary	271
		08	East Oakland Industrial - North	195

V. LAND USE POLICIES FOR INDUSTRIAL USES IN OAKLAND

Work was done to identify and map local General Plan and zoning designations within the Industrial Corridor Study Area. Plans and zoning regulations identify the intent of local policy regarding desired, permitted, and prohibited land use within Oakland's industrial subareas. **With strong market competition for land in Oakland and the central Bay Area, local land use policies are very important in determining whether the existing industrial land supply will be retained and improved for industrial business activities or reused for other land uses.**

Oakland General Plan

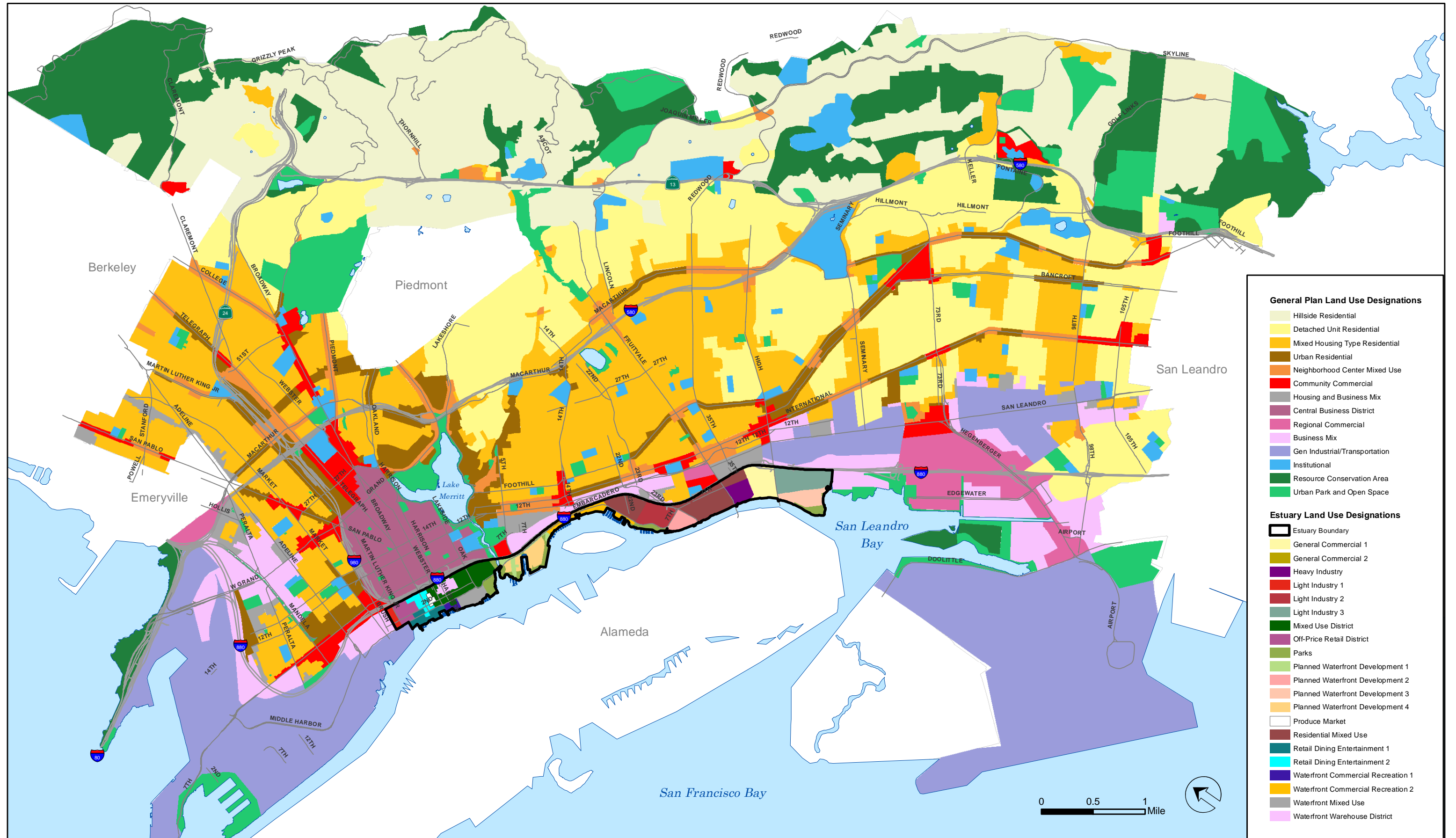
Oakland's General Plan includes two basic designations for industrial land uses:

- *General Industry and Transportation*
- *Business Mix*

In addition, there are specific industrial land use designations for areas covered by the Estuary Policy Plan. General Plan designations are shown on the map in **Figure 18**. General Plan text summarizing the basic industrial land use classifications is included in **Figure 19**.

The significance of General Plan policies for industrial land uses in Oakland are highlighted by the following.

- ◆ **General Plan designations for *General Industrial* land use (IG) on privately-owned land only occur in two East Oakland industrial areas, located within industrial subareas 08 and 09.** As a result, these subareas are unique and important for supporting industrial land uses and business activities in Oakland. They are to provide the primary locations for industrial establishments with the potential for generating off-site impacts (noise, light/glare, odor, truck movements) and the primary locations for larger and/or heavier industrial, manufacturing, and warehouse/distribution activities.
- ◆ **The rest of the land designated for *General Industrial/Transportation* and the majority of the total occur in the two transportation gateway subareas 01 and 12 with the maritime port and airport operations.** The land in maritime port and airport use is publicly-owned and controlled by the Port of Oakland, City of Oakland, and/or the railroads and is committed for transportation, industrial, and logistics uses for the movement of goods and people. There also are regional plans and regulations to preserve these areas for seaport and airport use.
- ◆ **Most of the rest of the industrial land supply is designated *Business Mix*, allowing a wide range of types of industrial and commercial uses, business activities, and building developments.** This “flexible” designation has both advantages and disadvantages.
 - Advantages are that it allows for a range of older and newer industries and facilities. It also provides flexibility for adapting to changes in technology, industrial operations, and market demand over time.



General Plan Designations

Figure 18

Figure 19
Industrial Land Use Classifications in Oakland General Plan

General Industry and Transportation

Intent: The *General Industry and Transportation* classification is intended to recognize and preserve areas of the City for a wide variety of businesses and related establishments that may have the potential to create off-site impacts such as noise, light/glare, truck traffic, and odor. These areas are characterized by sites with good freeway, rail, seaport, and/or airport access.

Desired Character and Uses: A wide variety of uses are included, such as heavy industrial and manufacturing uses, transportation, railyards, maritime terminals, distribution and warehousing, food processing, heavy impact research and development facilities, and other uses of similar or supporting character.

Density/Intensity: The maximum overall FAR for this classification is 2.0.

Location: This classification takes advantage of Oakland's significant transportation infrastructure, the seaport, the industrial belt along San Leandro Boulevard in East Oakland, and the airport. It also allows for general industrial uses in some areas along the Estuary.

Business Mix

Intent: The *Business Mix* classification is intended to create and preserve 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 on-site 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.

Desired Character and Uses: These areas may accommodate a mix of businesses such as light industrial, manufacturing, food processing, commercial, bioscience and biotechnology, 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.

Intensity/Density: The maximum FAR for this classification is 4.0.

Location: This classification strives to accommodate older industries and anticipate new technologies. Locations include: parts of West Oakland that have been business intensive; areas along I-880, East 12th Street, and along the Estuary; and parts of the Airport Business Park. Business Mix also surrounds the two major IG industrial areas in East Oakland, as a buffer for residential and commercial uses beyond.

Source: Oakland General Plan Land Use and Transportation Element; Hausrath Economics Group

- Disadvantages arise from a lack of direction for industrial areas and the improvements needed to transition from older industrial areas to lighter industrial, modernized business areas. The "flexibility" of permitting a broad range of commercial and industrial uses and allowing FARs that are high for industrial uses can discourage investment in industrial uses and facilities due to property owner expectations for the types of higher value/higher density uses that are allowed (independent of how realistic that may be from a market perspective). It also can be difficult for individual property owners to modernize and transition their property without broader area-wide direction and investment. In addition, flexible policies allow commercial and other uses that are not always supportive of industrial activities nearby.

Industrial Zoning

Industrial classifications from Oakland's General Plan are implemented through the City's zoning regulations. There are a large number of industrial zones within the industrial study corridor. However, the zones share many of the same or similar regulations and many were developed to address local specifics as a part of specific area plans.

Work was done to summarize zoning designations for the land currently in industrial use within the industrial study corridor. Zoning maps for each industrial subarea are presented in **Appendix D** along with a map of the General Plan designations for each subarea. For summary tabulations, the industrial zones were summarized into three groups. The groups are described in **Figure 20** and include:

- *General Industrial* and similar zones
- *Industrial* zones under specific plans
- *Commercial Industrial* zones along with light industrial and industrial office zones

The summary of land area by zoning group for parcels currently in industrial use within the 10 industrial subareas is presented in **Table 7** and identifies the following.

♦ **Industrial zoning allows/anticipates a broader range of industrial and commercial/industrial uses than currently exist in Oakland.**

The summary data show that:

- About one-third (32 percent) of land in current industrial use has *General Industrial* zoning.
- *Industrial* zoning under specific plans covers 27 percent of land in industrial use.
- About one-quarter (24 percent) of land in current industrial use has *Commercial Industrial* zoning allowing a broad range of business activities and higher densities for new development in some areas.

Figure 20
Industrial Zoning along Industrial Corridor Study Area

Description of Groups	Industrial Zones Within Corridor
I. General Industrial	
Zones allow heavy industrial, warehousing and distribution, transportation and logistics, and a wide range of manufacturing, industrial, and related establishments	IG General Industrial M-30 General Industrial M-40 Heavy Industrial
Residential and other uses that inhibit such uses or expansion thereof are prohibited	
Zones apply in areas with good freeway, rail, seaport, and/or airport access.	
II. Industrial	
Industrial zones as defined for specific plans; similar to General Industrial as applicable.	D-GI Gateway District Industrial D-CE-5 Central Estuary Industrial Zone 5 D-CE-6 Central Estuary Industrial Zone 6 D-CO-5 Coliseum Area Industrial Mix 5
	CIX-1A/T West Oakland Commercial/ CIX-1B/T Industrial Mix 1A, 1B, 1C/Transport CIX-1C/T and Warehousing Combining Zone
III. Commercial Industrial	
Zones accommodate existing older industries, provide flexibility for new uses and technologies, and allow a variety of commercial and office uses.	CIX-1 Commercial Industrial Mix 1 CIX-1A West Oakland CIX-1B Commercial/Industrial Mix 1A, 1B, 1C, 1D CIX-1C CIX-1D
Residential uses are prohibited in most cases.	
FARs allowable are higher than those for industrial development, some at levels appropriate for commercial office development.	CIX-2 Commercial Industrial Mix 2
Zones generally anticipate establishments with limited external impacts in an attractive setting.	M-20 Light Industrial IO Industrial Office

NOTE: Tables in *Appendix E* provide more detail on acres in specific zones by industrial subarea. As shown, there also are combining zones for Design Review (S-4) and Health and Safety Protection (S-19) within industrial areas.

Source: City of Oakland; Alameda County Assessor; Hausrath Economics Group

Table 7
Summary of Land Area by Zoning Category
for Parcels Currently in Industrial Use
10 Industrial Subareas Within Corridor /a/

Zoning Categories	Land/Lot Area in Current Industrial Use	
	(acres)	
General Industrial	545	32%
Industrial/Specific Plans	461	27%
Commercial Industrial	410	24%
<i>Subtotal Industrial</i>	<i>1,416</i>	<i>83%</i>
Housing Business Mix	82	5%
Commercial (most zones allow residential/mixed use)	181	11%
Residential	15	1%
Open Space	1	sm
TOTAL	1,695	100%

/a/ Excludes maritime port and airport gateway subareas 01 and 12.

NOTE: Tables in **Appendix E** provide more detail on acres in specific zones by industrial subarea.

Source: Alameda County Assessor; City of Oakland; Hausrath Economics Group

However, the large majority of industrial uses currently in the industrial subareas are uses consistent with general industrial and industrial zoning. As described earlier in the report,

- The largest amount of industrial land is in warehouse use (40 percent).
- About 31 percent of industrial land is in or planned for logistics and heavy/misc. industrial uses including recycling.
- Manufacturing, including some light industrial and some more traditional manufacturing, occupies 20 percent of industrial land.

Thus, existing warehouse, logistics and heavy/misc. industrial uses plus a share of manufacturing account for approximately 70 to 80 percent of existing industrial land uses. However, the zoning appropriate for those general industrial and industrial uses exists on up to 59 percent of total land now in industrial use, a lower amount.

◆ **A large share of existing industrial uses are on land with *Commercial Industrial* zoning or on land zoned for other uses, not industrial.**

- About 24 percent of existing industrial land use is on land zoned *Commercial Industrial*. That zoning prohibits residential development, reserving the land for a mix of commercial and industrial uses. However, it often allows higher density development than typical for most industrial uses. It allows a broad range of commercial and other uses that are not always supportive of industrial activities.
- An additional 17 percent of land currently in industrial use is zoned for other uses, not industrial. About 11 percent has *Commercial* zoning, much of that allowing mixed use residential development, and one (1) percent has *Residential* zoning. The remaining five (5) percent is zoned *Housing Business Mix* and generally occurs at the periphery of older, existing industrial areas.

All three groups of Industrial zoning prohibit residential uses which is important for retaining and supporting industrial uses. It limits further land use conflicts with nearby neighbors, and helps to retain relatively direct access to the transportation network. In addition, higher-value, higher density residential development will outbid industrial uses when allowed within or near industrial areas.

Land zoned for other uses, not industrial, allows residential development in most cases. Current industrial uses can remain until the market supports commercial/residential development/uses in these locations.

Industrial Zoning by Corridor Subarea

Existing zoning for industrial land uses along the study corridor is summarized by industrial subarea in *Figure 21* and described below.

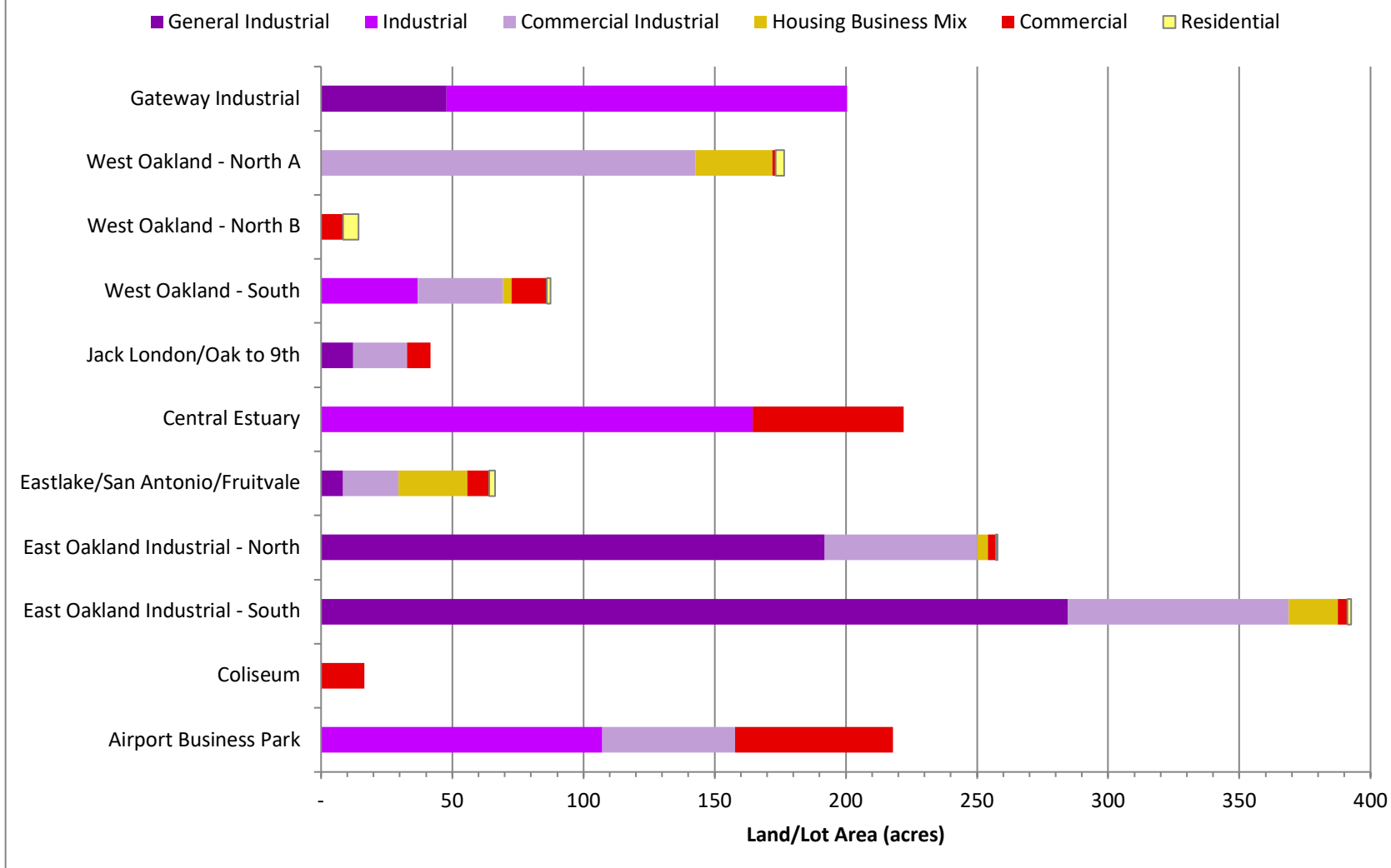
◆ **Subareas Where Zoning is Closest to Existing Industrial Land Use**

The corridor subareas where existing zoning is the most similar to existing industrial land use include the following:

Largest Shares of Industrial Land Use with *General Industrial/Industrial* Zoning

		Acres Zoned <i>General Industrial</i>	Percent of Industrial Land Use	Acres Zoned <i>Industrial</i>	Percent of Industrial Land Use
08	East Oakland Industrial North	192	74%		
09	East Oakland Industrial South	285	73%		
02	Gateway Industrial	48	24%	153	76%
06	Central Estuary	-	-	165	74%

Figure 21
Existing Zoning for Industrial Land Uses in Study Corridor by Industrial Subarea
(without Maritime/Port and Airport)



The two East Oakland Industrial subareas and the Central Estuary subarea include the three subareas with the largest amounts of existing industrial land use, and they account for about one-half (51 percent) of total corridor land area in industrial use. About three-quarters of these subareas have zoning similar to its existing industrial uses. In addition, the Gateway Industrial subarea is planned for all industrial land use.

◆ **Industrial Subareas with Both Industrial and Commercial Industrial Zoning**

The corridor subareas with industrial land use and zoning for some industrial and some commercial/industrial mix uses are the following:

Subareas With Industrial Land Use and Both *Industrial* and *Commercial Industrial* Zoning

		Acres Zoned <i>Industrial</i>	Percent of Industrial Land Use	Acres Zoned <i>Commercial Industrial</i>	Percent of Industrial Land Use
11	Airport Business Park	107	49%	51	23%
04	West Oakland South	37	42%	33	37%
05	Jack London/Oak to Ninth	12	29%	21	49%

The zoning anticipates additional shifts to a broader mix of commercial industrial uses in these areas. If shifts occur, the most change in industrial activity is likely in the West Oakland South subarea which currently has a number of logistics and transportation uses.

◆ **Subarea with Substantial Industrial Activity But Zoning for a Mix of Commercial Industrial Activities**

Zoning for existing industrial uses in the West Oakland North A subarea designates *Commercial Industrial* (CIX) on 81 percent of current industrial land area. The remaining 19 percent is on land zoned for other uses, not industrial.

Subarea With Industrial Land Use, *Commercial Industrial* Zoning, and the Remainder Zoned for Non-Industrial Uses

		Acres Zoned <i>Commercial Industrial</i>	Percent of Industrial Land Use
03A	West Oakland North A	143	81%

Within the industrial corridor, zoning anticipates the most change in industrial activity in this West Oakland subarea. To some extent, the change could be facilitated by existing industrial uses relocating to the Gateway Industrial subarea as it develops.

♦ **Industrial Subareas Zoned for Non-Industrial Uses**

Subareas With Industrial Land Use On Land Zoned for Non-Industrial Uses

		Acres Zoned <i>IG</i> , <i>I</i> , or <i>CIX</i>	Percent of Industrial Land Use	Acres with Other Zoning	Percent of Industrial Land Use
07	Eastlake/San Antonio/Fruitvale	30	45%	37	55%
10	Coliseum	0	-	17	100%
03B	West Oakland North B - San Pablo	0	-	14	100%

The zoning in the Eastlake/San Antonio/Fruitvale subarea shows over one-half (55 percent) of the current industrial area zoned for non-industrial uses and about 45 percent for industrial uses. There is no land with industrial zoning in West Oakland North B - San Pablo subarea. These two subareas include older commercial and industrial facilities along older commercial corridors that are used by auto and other repair and maintenance uses, industrial support services, and small custom and crafts manufacturing. Under existing zoning, retention of industrial uses in these subareas depends on the market over time.

The Coliseum subarea is zoned Commercial and continues to include older industrial uses at the northeastern end. Planning for development of the Coliseum site will determine future uses in this subarea.

Questions Raised for Further Consideration.

Given strong demand for industrial land, particularly that as well located as land in Oakland, there are questions raised for further consideration.

- How effective is current zoning for retaining and expanding industrial uses in Oakland?
- Is the current flexible approach allowing commercial industrial mix effective for: (a) retention of current types of industrial uses, and/or (b) encouraging/supporting investments and improvements in industrial areas to attract/facilitate new types of industrial businesses and technologies to Oakland?

Appendix A

Subarea Land Use Maps for Oakland Industrial Study Corridor

List of Maps:

- “ Existing Land Use for Study Corridor Overall
- “ Map of Corridor Subareas
- “ Subarea Maps:

West Section

- 01 Maritime Port
- 02 Gateway Industrial
- 03A West Oakland - North
- 03B West Oakland - North/San Pablo Ave.
- 04 West Oakland - South

Central Section

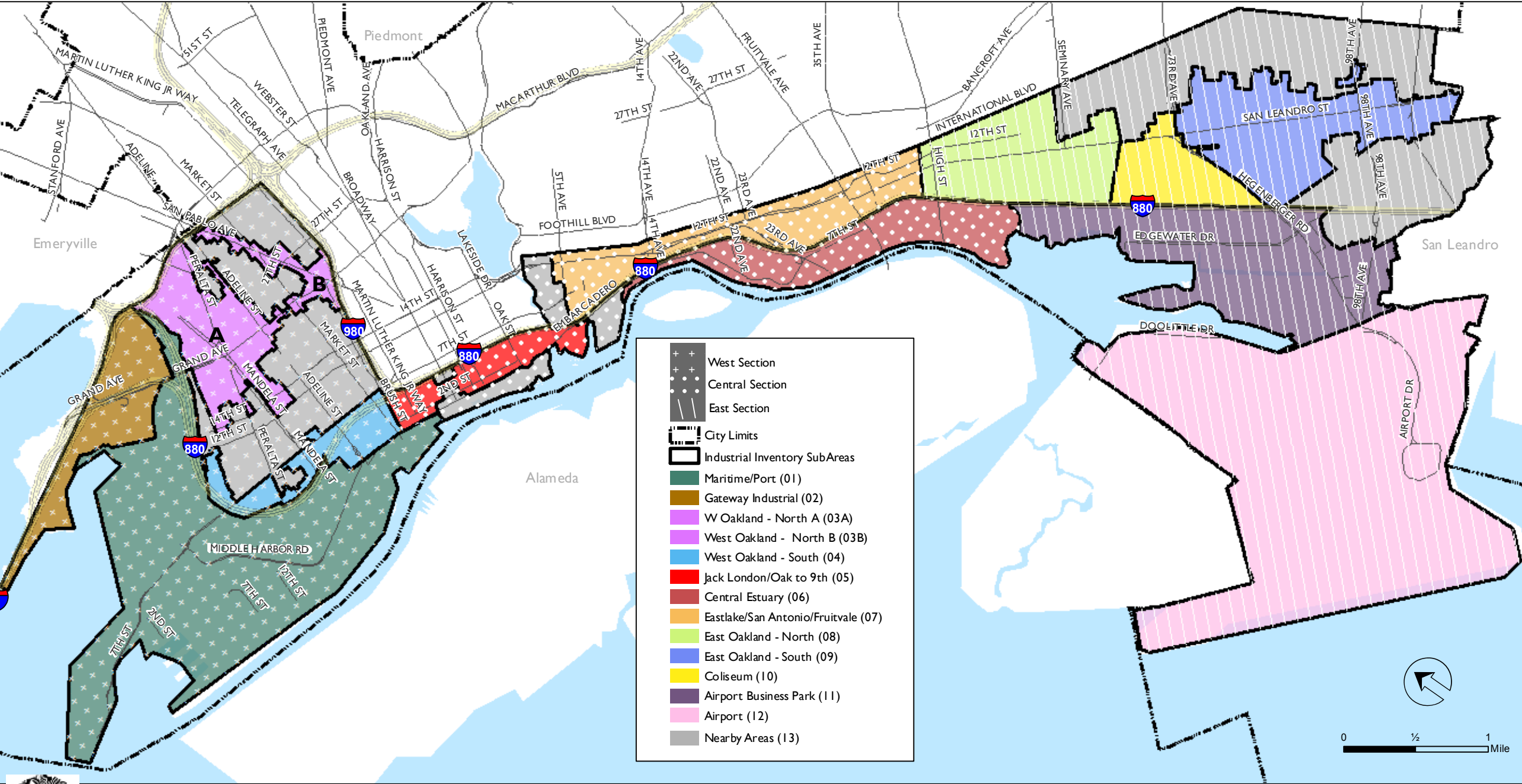
- 05 Jack London/Oak to Ninth
- 06 Central Estuary
- 07 Eastlake/San Antonio/Fruitvale - maps 1 and 2

East Section

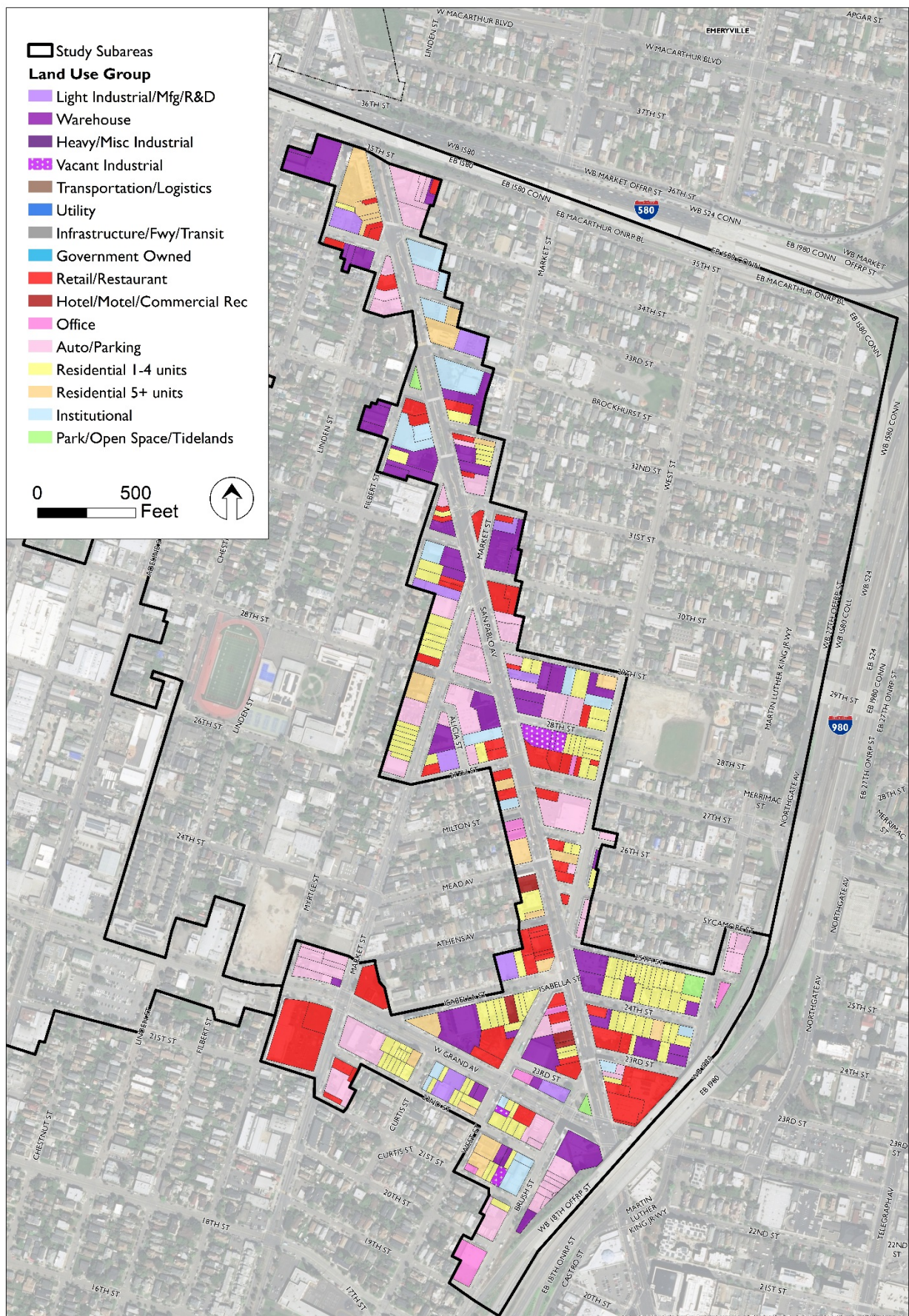
- 08 East Oakland Industrial - North
- 09 East Oakland Industrial - South
- 10 Coliseum
- 11 Airport Business Park
- 12 Airport

Nearby Areas within Corridor

- 13W West Section - maps 1 and 2
- 13C Central Section
- 13E East Section - maps 1, 2, and 3



Oakland Industrial Study Corridor and Subareas



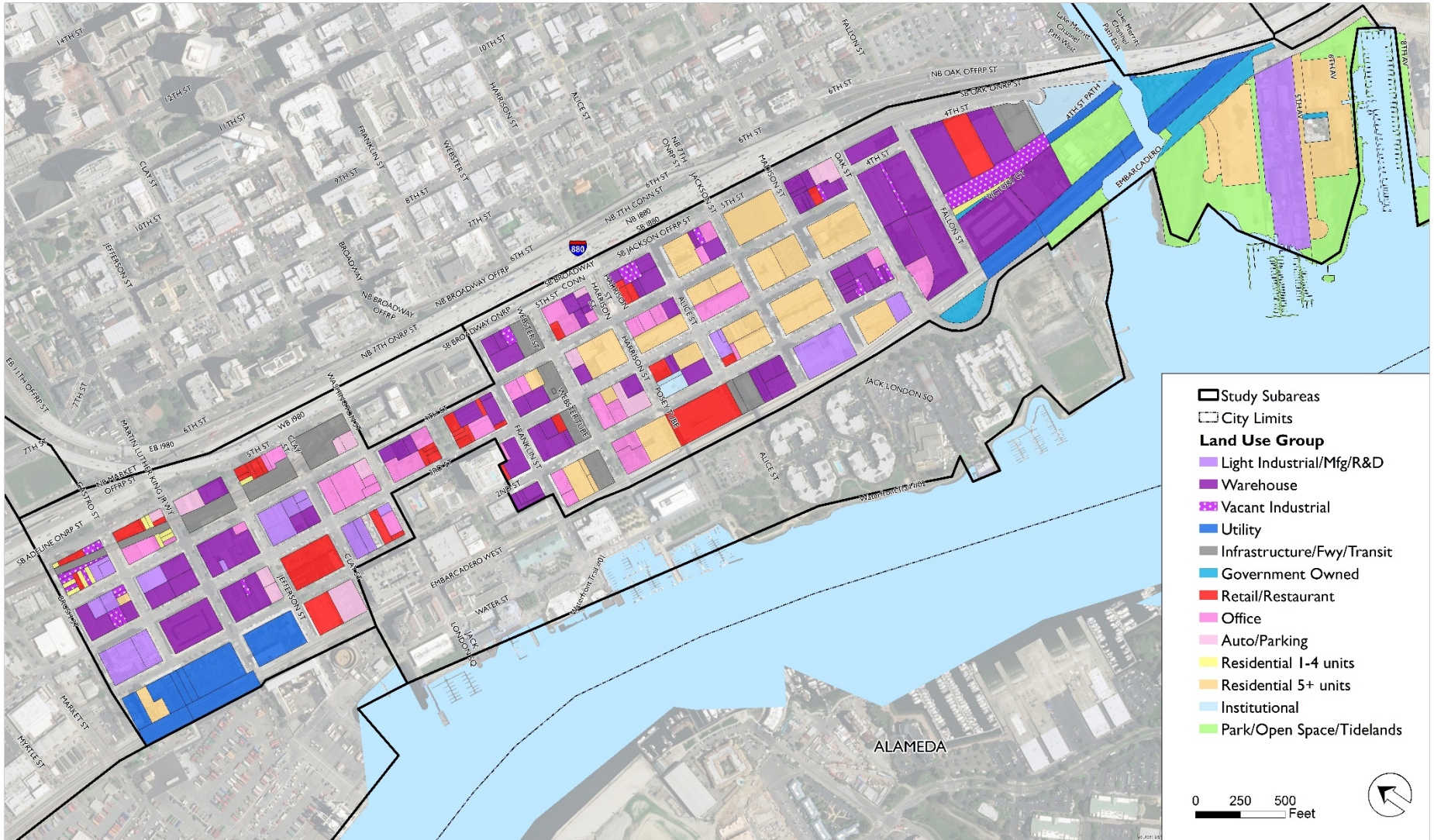
Subarea 03B: West Oakland - North, Part B

Oakland Industrial Study



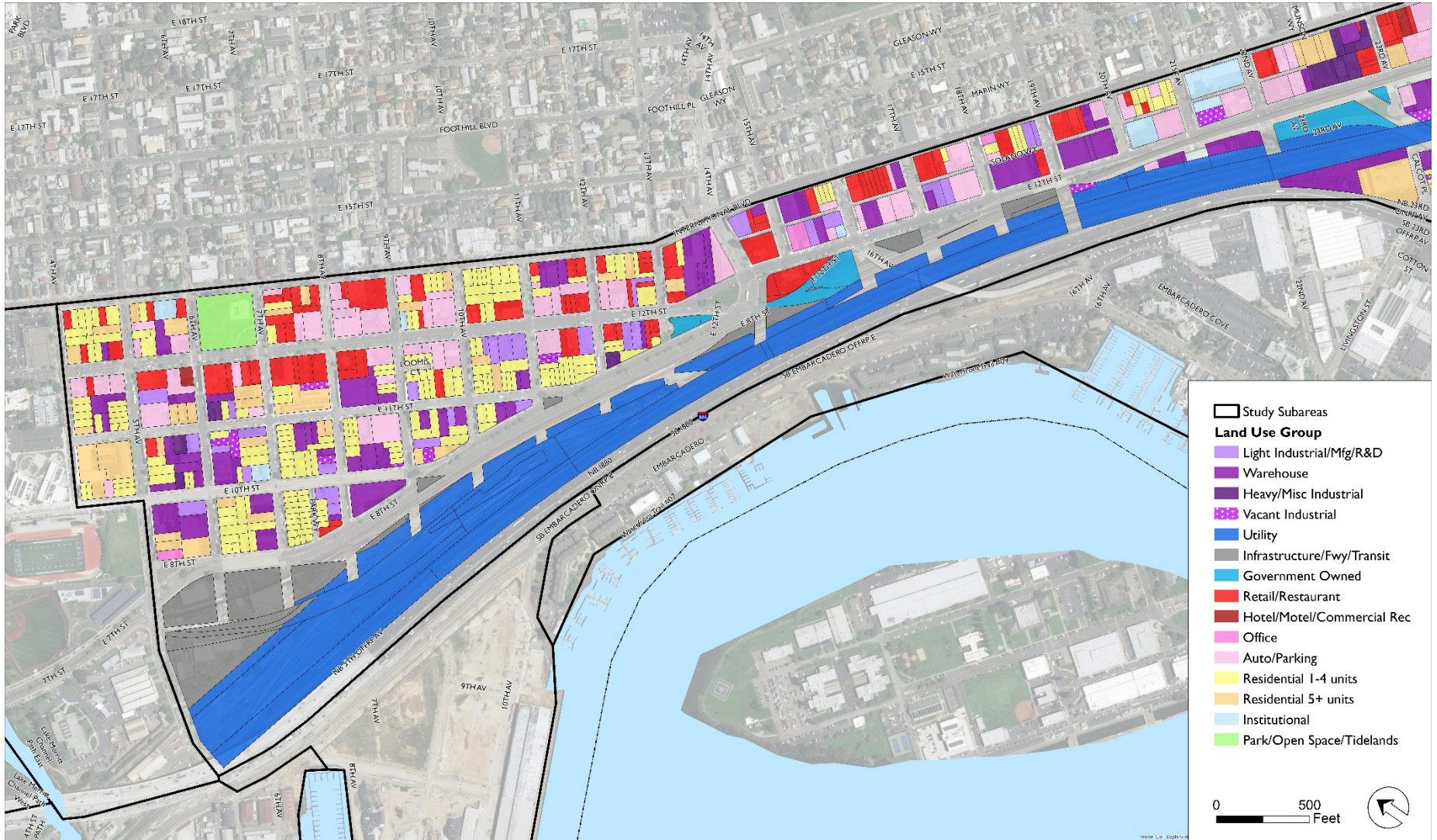
Subarea 04 - West Oakland - South

Oakland Industrial Study



Subarea 05 - Jack London/Oak to Ninth

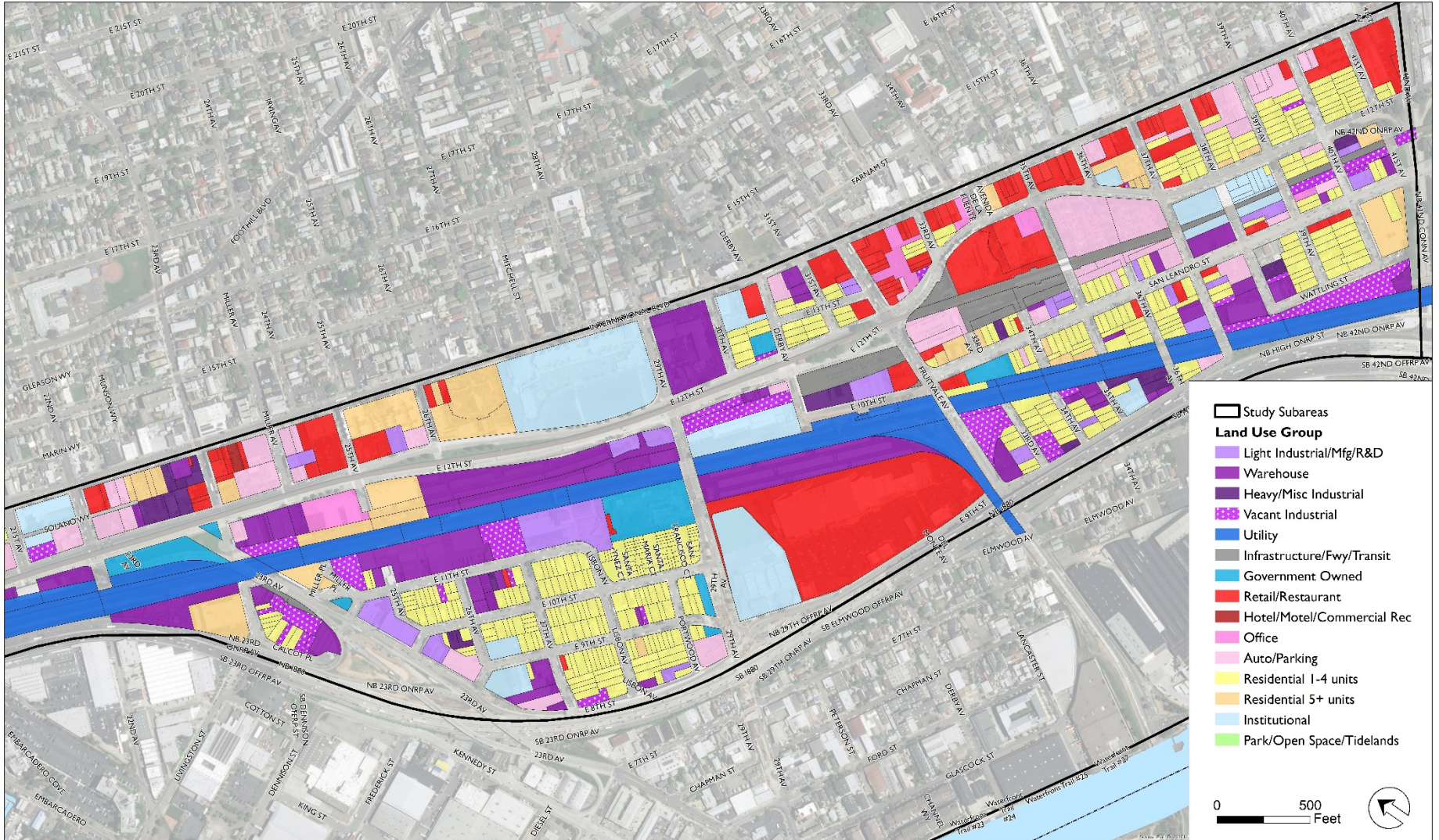
Oakland Industrial Study



Subarea 07 - Eastlake/San Antonio/Fruitvale

Oakland Industrial Study

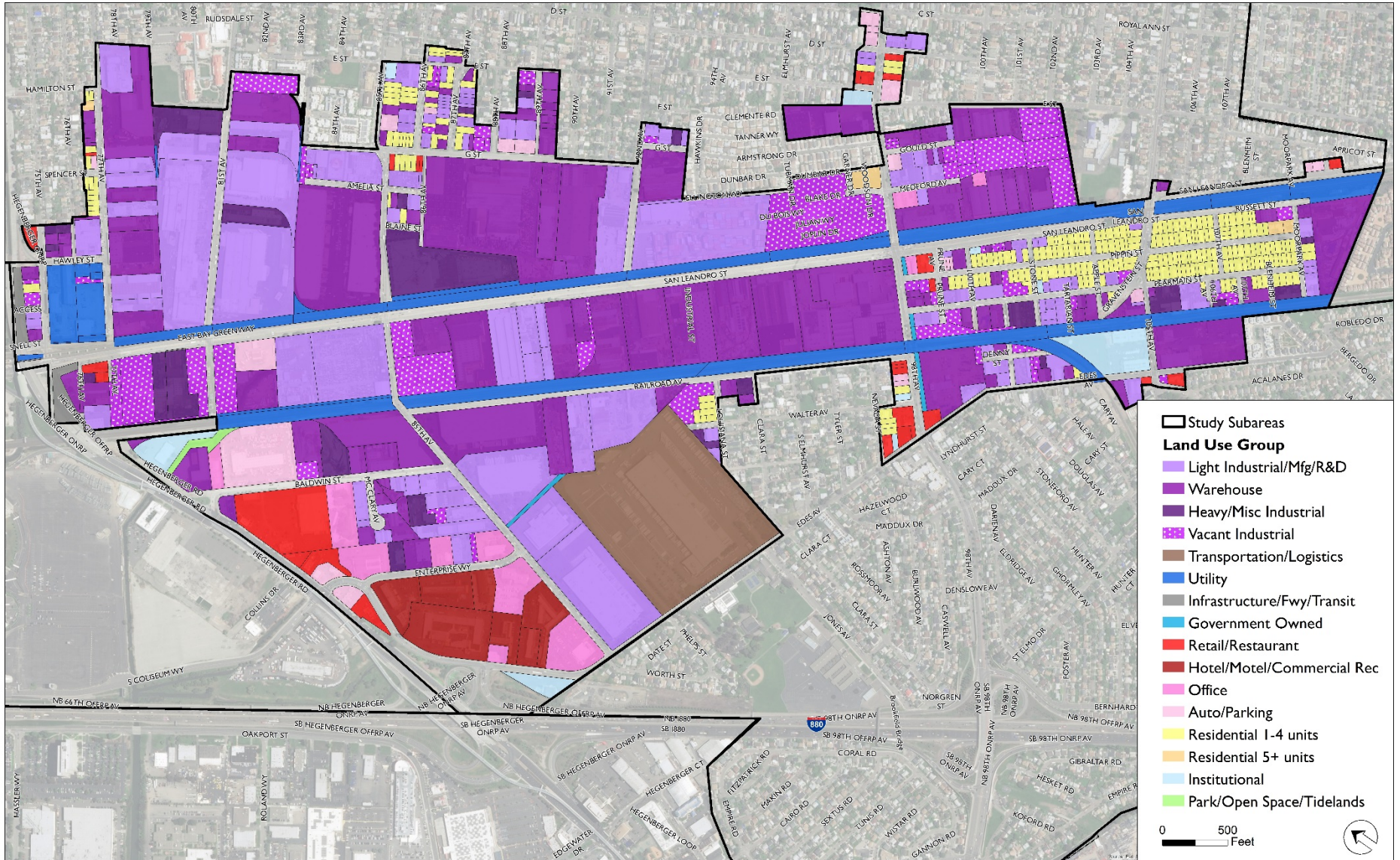
MAP I



Subarea 07 - Eastlake/San Antonio/Fruitvale

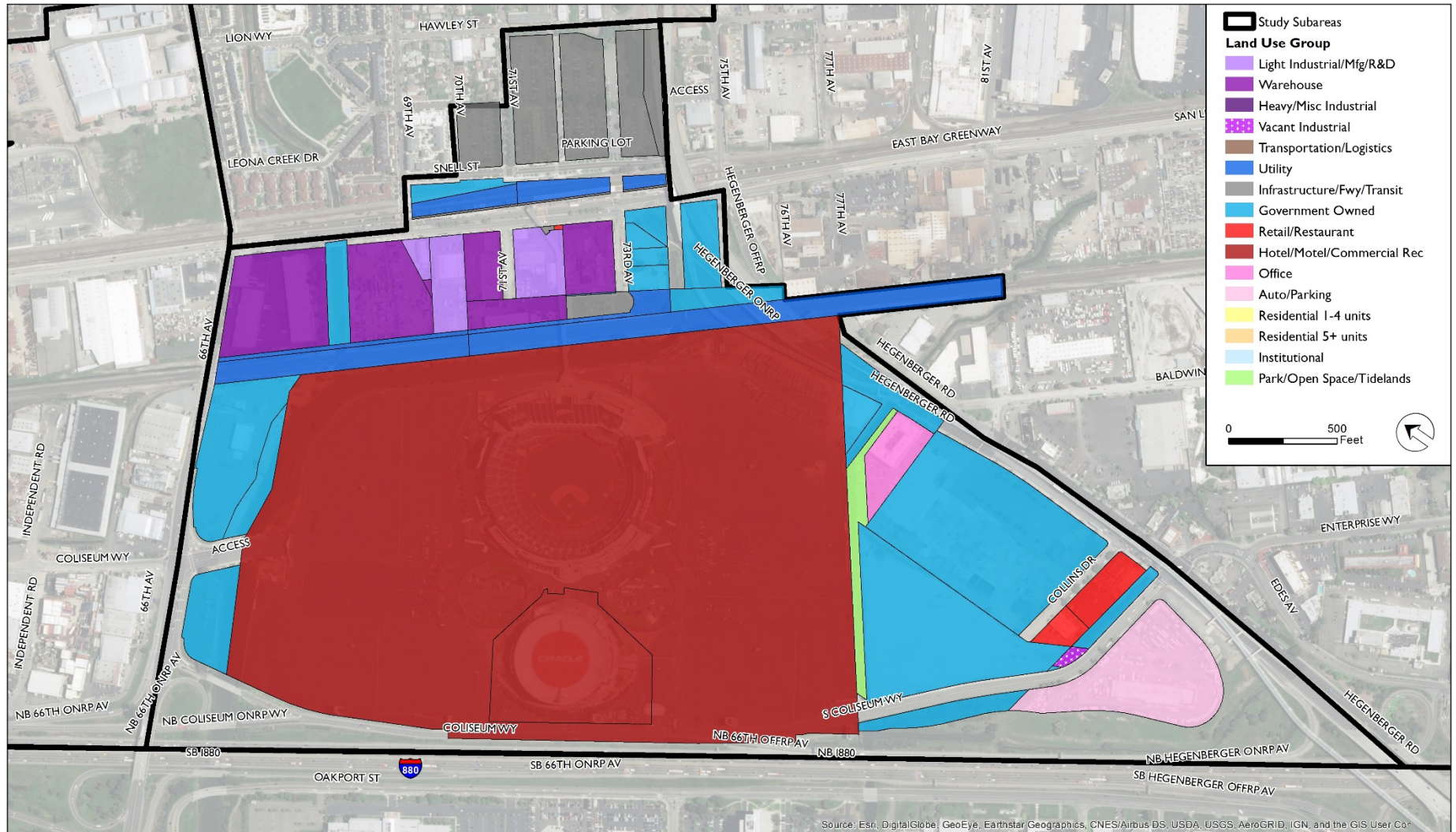
Oakland Industrial Study

MAP 2



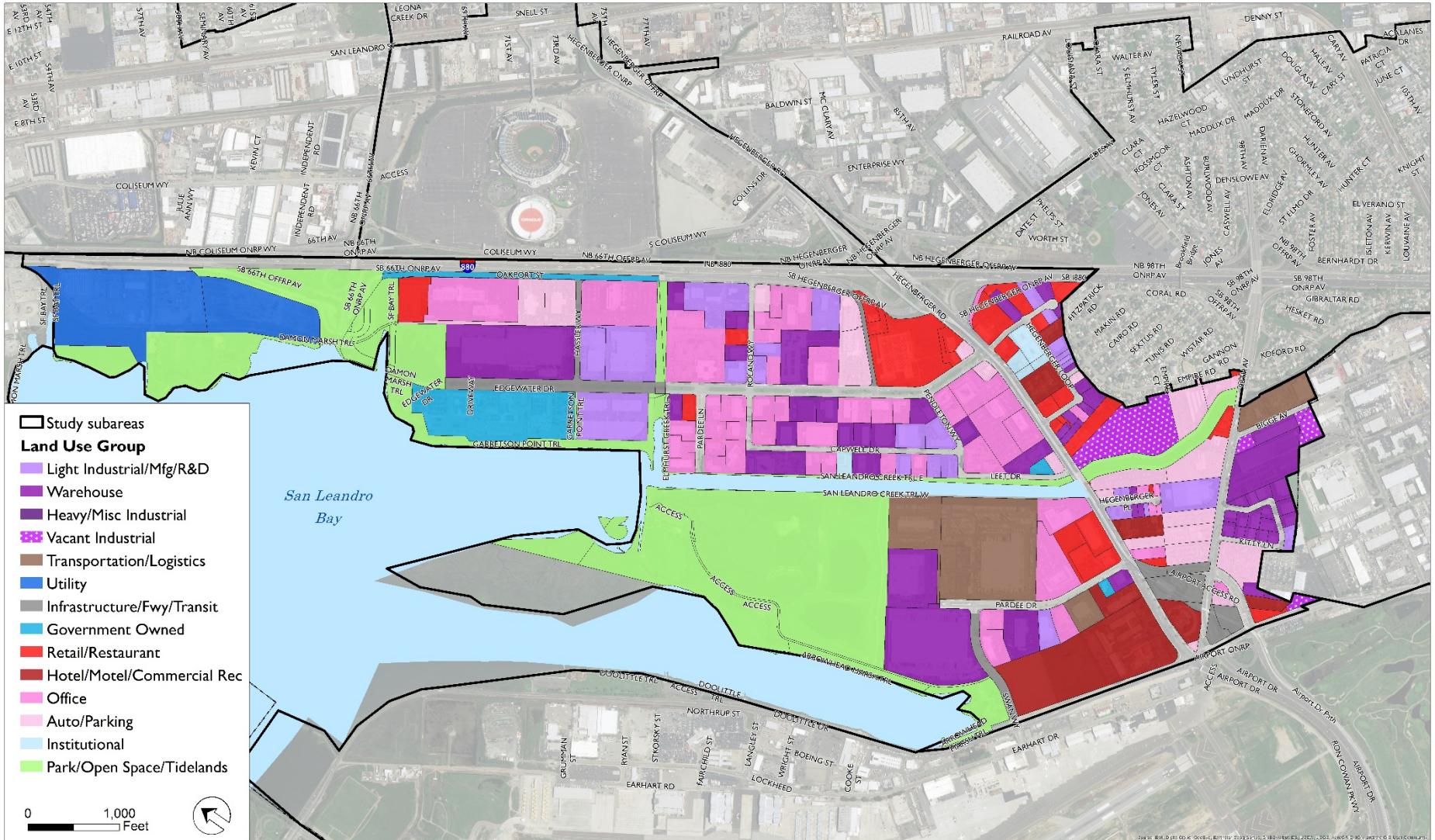
Subarea 09 - East Oakland Industrial South

Oakland Industrial Study



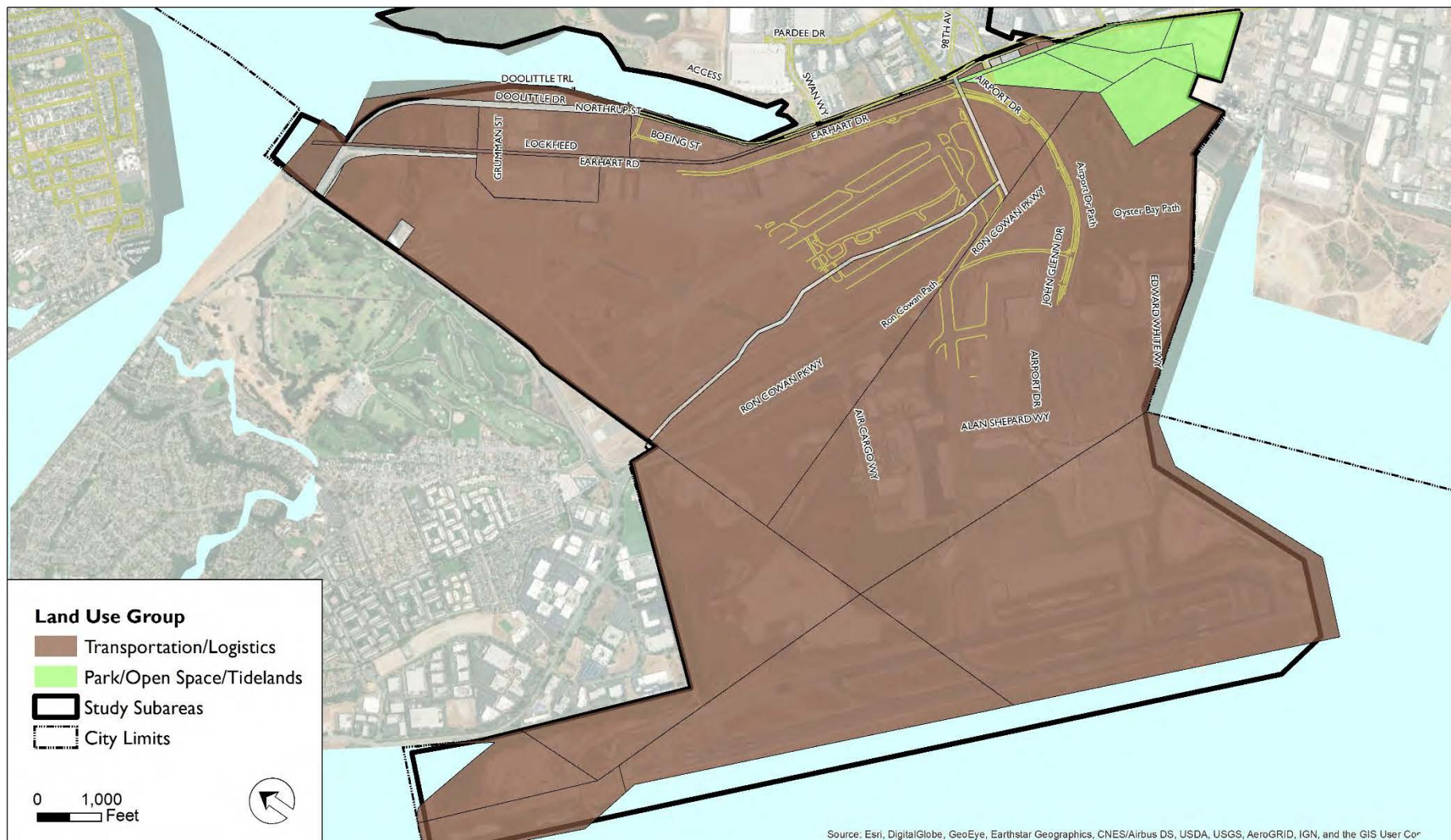
Subarea 10 - Coliseum

Oakland Industrial Study



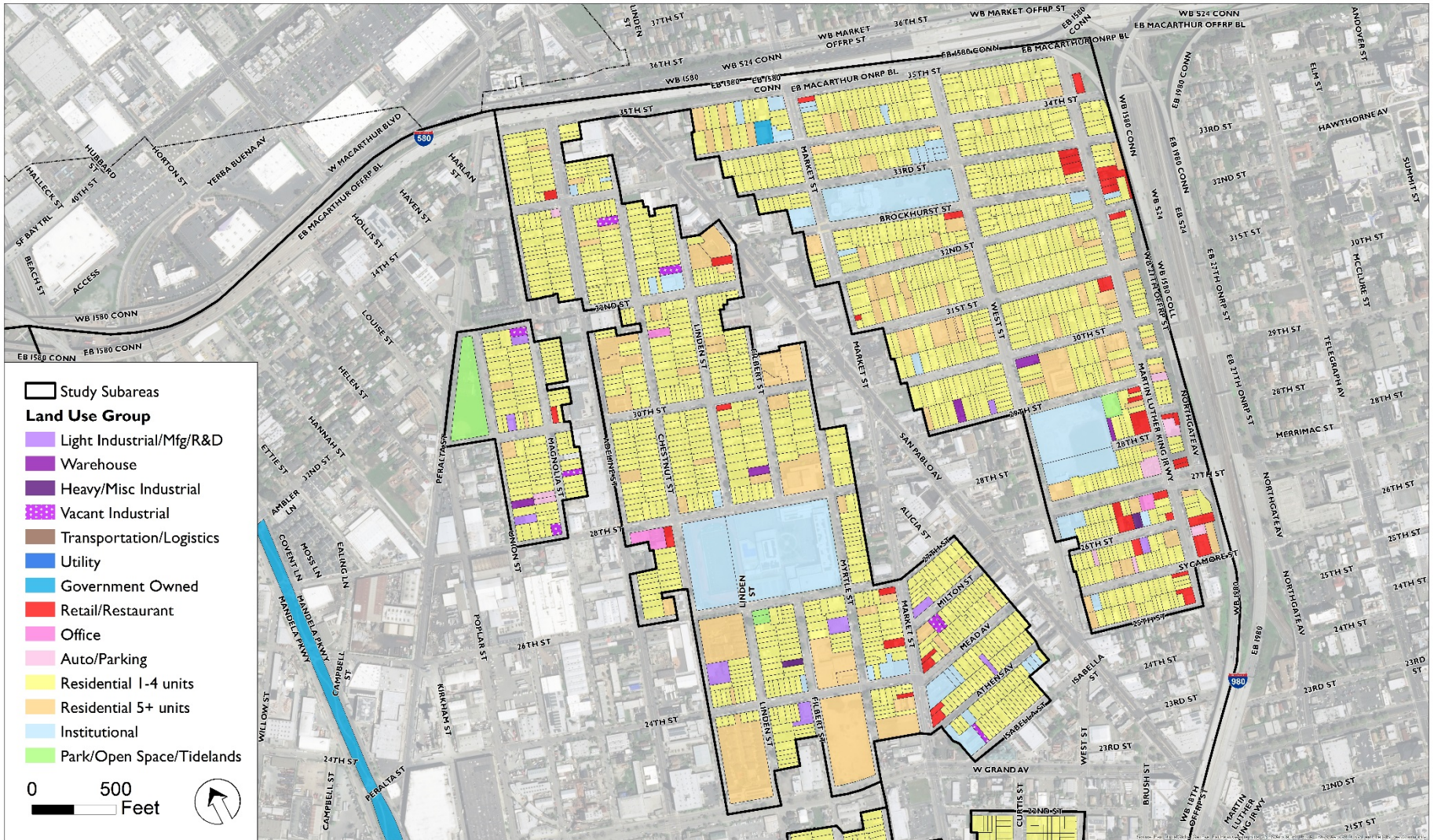
Subarea II - Airport Business Park

Oakland Industrial Study



Subarea 12 - Airport

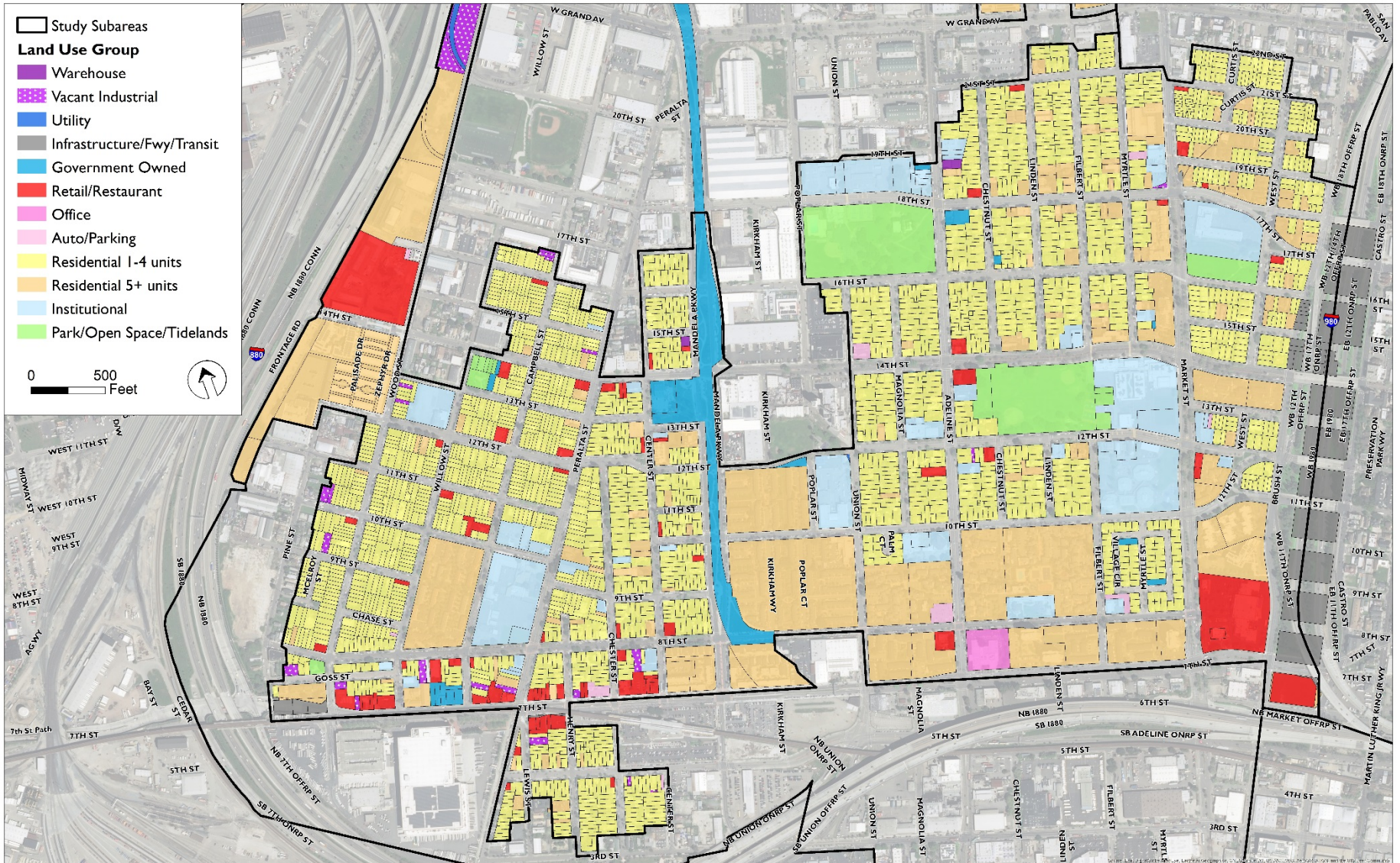
Oakland Industrial Study



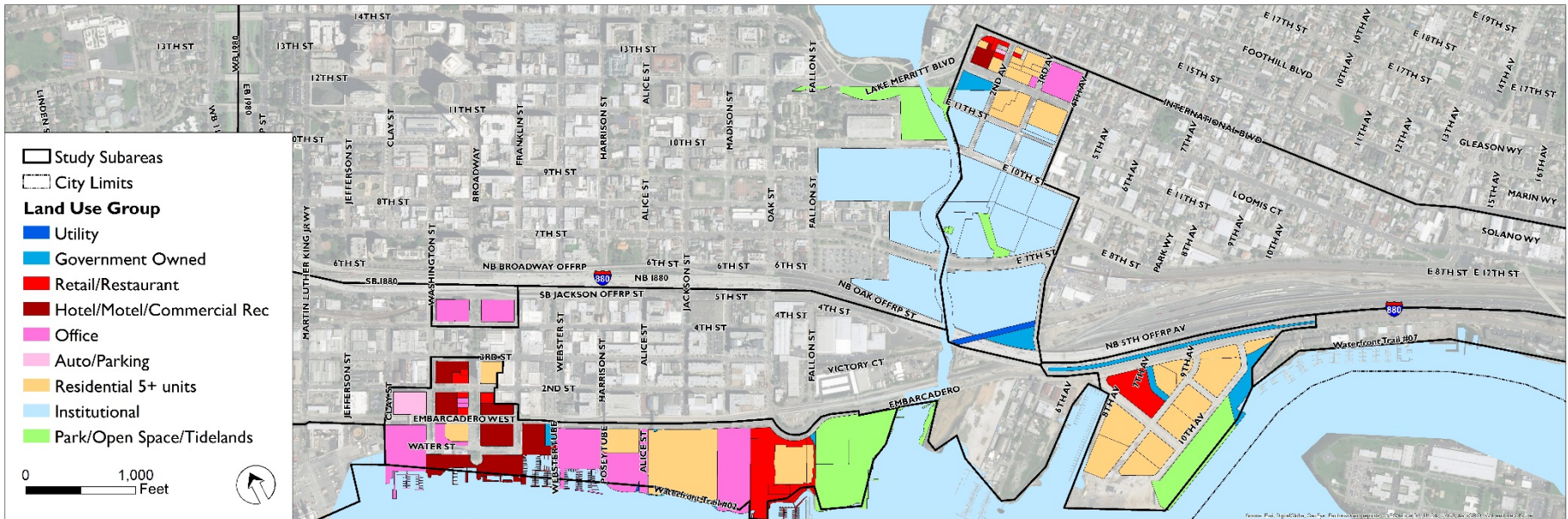
Subarea I3 Nearby Areas - West Section

Oakland Industrial Study

MAP I



Subarea 13 Nearby Areas - West Section
Oakland Industrial Study



Subarea 13 Nearby Areas - Central Section

Oakland Industrial Study

Appendix B

Land Use Tables for Industrial Subareas

List of Tables:

- ◆ Existing Land Use Summary for Industrial Subareas 02-11
 - Land/Lot Area by Use
 - Number of Parcels by Use
 - Building Area by Use

- ◆ Existing Land Use Distributions for Industrial Subareas 02-11
 - Land/Lot Area by Use
 - Land/Lot Area by Industrial Use
 - Building Area by Use

- ◆ Existing Land Use Summary for Transportation Gateways:
Subareas 01 Maritime Port and 12 Airport

**Industrial Subareas
Subareas 02 - 11**

		Existing Land Use Summary - Lot Area (acres) by Use and Subarea											
Existing Use		GateInd 02	WO No. 03A	WO No. 03B	WO So. 04	JLD/O9 05	CentEst 06	EL/SA/FV 07	EO No. 08	EO So. 09	Col 10	BusPark 11	TOTAL
Industrial	G Ind'l Light/Mfg	-	50.26	2.67	13.05	11.08	21.67	12.10	43.58	125.76	3.64	53.64	337.44
	H Warehouse	-	75.29	10.93	33.01	26.99	93.84	39.93	121.46	170.72	12.79	106.24	691.22
	I Heavy/Misc Industrial	-	30.76	-	9.12	0.42	72.97	3.78	53.26	22.21	-	-	192.53
	K Industrial Land	-	15.14	0.63	9.21	2.97	17.03	10.50	30.46	42.07	0.15	15.03	143.21
	J Transportation/Logistics	200.42	5.13	-	23.08	0.23	17.01	-	8.99	31.82	-	43.07	329.75
	Subtotal : Industrial/Transp/Log	200.42	176.59	14.24	87.47	41.69	222.52	66.32	257.76	392.59	16.58	217.98	1,694.15
Commercial	F Auto/Parking	-	1.71	11.48	3.47	4.71	4.76	26.91	10.44	12.33	6.49	46.08	128.38
	Auto Repair	-	0.72	8.55	2.22	0.98	2.48	15.94	6.64	5.38	6.49	4.29	53.68
	C Retail/Restaurant	-	5.14	10.84	2.41	6.33	20.42	44.67	24.46	13.66	1.87	44.55	174.37
	Storefronts with Upper Floors	-	0.56	1.40	-	2.33	0.13	11.19	1.73	0.80	-	-	18.13
	Vacant Com'l Land	-	0.84	2.89	1.69	0.37	0.49	3.15	2.95	2.10	-	16.20	30.68
	D HM/Com'l Rec	-	1.37	0.51	-	-	12.24	0.23	2.48	16.25	112.47	41.10	186.66
Infrastructure	E Office	-	0.84	1.22	2.30	8.46	20.18	3.41	0.33	13.91	1.74	107.01	159.39
	Subtotal : Commercial	-	9.05	24.05	8.17	19.51	57.60	75.22	37.72	56.16	122.57	238.73	648.79
	N Utilities incl. R.R.	69.04	14.10	-	14.25	20.86	30.50	57.90	45.83	45.32	11.29	45.10	354.19
	P Infra/Fwy/Transit	22.31	1.90	-	24.24	6.69	3.47	16.54	14.38	2.64	10.40	13.15	115.72
Resid'l	M Government Owned	-	0.04	-	1.32	3.71	7.73	7.21	0.02	0.88	37.10	26.30	84.32
	Subtotal : Utilities/Infrastructure	91.35	16.04	-	39.81	31.27	41.69	81.65	60.23	48.85	58.79	84.55	554.23
	Subtotal: Parks/OS/Tidelands	-	11.46	0.40	3.65	56.45	27.93	1.99	6.54	0.86	1.59	360.90	471.78
Resid'l	A Residential 1-4	-	28.19	9.43	4.96	0.67	12.50	49.12	29.41	24.70	-	-	158.97
	B Residential 5+	-	23.24	4.06	3.92	22.39	13.56	20.00	2.79	1.33	-	-	91.29
	L Institutional	-	2.38	3.95	0.49	1.86	1.20	20.57	12.04	12.09	-	4.55	59.13
Subtotal : Residential and Institutional		-	53.81	17.43	9.37	24.92	27.26	89.69	44.24	38.12	-	4.55	309.40
TOTAL		291.77	266.95	56.12	148.47	173.84	377.01	314.86	406.49	536.58	199.53	906.72	3,678.35

**Industrial Subareas
Subareas 02 - 11**

		Existing Land Use Summary - Number of Parcels by Use and Subarea												
		GateInd	WO No.	WO No.	WO So.	JLD/O9	CentEst	EL/SA/FV	EO No.	EO So.	Col	BusPark		
Existing Use		02	03A	03B	04	05	06	07	08	09	10	11	TOTAL	
Industrial	G Ind'l Light/Mfg	-	67	9	20	23	41	52	42	128	3	25	410	
	H Warehouse	-	183	47	33	72	92	103	134	138	6	78	886	
	I Heavy/Misc Industrial	-	31	-	13	1	34	19	31	23	-	-	152	
	K Industrial Land	-	68	5	21	25	59	49	67	65	1	8	368	
	J Transportation/Logistics	23	4	-	12	1	7	-	2	1	-	5	55	
	Subtotal : Industrial/Transp/Log		23	353	61	99	122	233	223	276	355	10	116	1,871
F Auto/Parking		-	9	58	8	14	9	103	32	22	1	23	279	
	Auto Repair	-	5	38	6	4	5	67	25	14	1	7	172	
Commercial	C Retail/Restaurant	-	30	66	11	72	12	178	50	28	3	27	477	
	Storefronts with Upper Floors	-	5	18	-	13	1	82	14	3	-	-	136	
	Vacant Com'l Land	-	7	17	7	4	3	22	7	11	-	13	91	
	D HM/Com'l Rec	-	1	4	-	-	3	2	2	7	2	7	28	
	E Office	-	4	8	6	41	7	11	2	11	1	48	139	
Subtotal : Commercial		-	44	136	25	127	31	294	86	68	7	105	923	
Infrastructure	N Utilities incl. R.R.	7	20	-	13	12	16	58	47	33	7	2	215	
	P Infra/Fwy/Transit	8	6	-	70	13	9	35	10	5	10	10	176	
	M Government Owned	-	2	-	5	5	12	14	1	6	19	7	71	
	Subtotal : Utilities/Infrastructure		15	28	-	88	30	37	107	58	44	36	19	462
Resid'l	Subtotal: Parks/OS/Tidelands		-	8	3	22	4	8	1	13	1	1	30	91
	A Residential 1-4	-	416	118	75	12	147	608	316	247	-	-	1,939	
	B Residential 5+	-	316	56	9	794	310	158	7	4	-	-	1,654	
	L Institutional	-	9	17	2	3	2	27	9	24	-	5	98	
	Subtotal : Residential and Institutional		-	741	191	86	809	459	793	332	275	-	5	3,691
TOTAL		38	1,174	391	320	1,092	768	1,418	765	743	54	275	7,038	

Industrial Subareas
Subareas 02 - 11

		Existing Land Use Summary - Building Area (square feet) by Use and Subarea											
		GateInd 02	WO No. 03A	WO No. 03B	WO So. 04	JLD/O9 05	CentEst 06	EL/SA/FV 07	EO No. 08	EO So. 09	Col 10	BusPark 11	TOTAL
Industrial	Existing Use												
	G Ind'l Light/Mfg	-	1,535,704	54,928	348,648	391,660	575,818	393,925	966,415	2,409,984	31,746	923,321	7,632,149
	H Warehouse	-	2,442,660	498,477	671,113	1,067,518	2,484,773	1,066,105	2,995,712	3,491,951	147,235	1,992,905	16,858,449
	I Heavy/Misc Industrial	-	697,827	-	212,879	9,891	1,731,096	68,123	860,655	433,259	-	-	4,013,730
	K Industrial Land	-	20,842	-	-	600	1,683	500	26,835	10,955	-	-	61,415
	J Transportation/Logistics	-	27,479	-	1,800,000	1,152	85,216	-	139,360	726,320	-	314,290	3,093,817
	Subtotal : Industrial/Transp/Log	-	4,724,512	553,405	3,032,640	1,470,821	4,878,586	1,528,653	4,988,977	7,072,469	178,981	3,230,516	31,659,560
Commercial	F Auto/Parking	-	6,067	164,794	21,116	6,658	13,079	389,380	114,049	87,207	37,742	294,708	1,134,800
	Auto Repair	-	6,067	147,395	21,116	6,658	12,243	350,892	114,049	38,730	37,742	34,592	769,484
	C Retail/Restaurant	-	70,018	215,629	18,351	374,058	217,152	1,169,115	187,031	131,869	16,161	284,676	2,684,060
	Storefronts with Upper Floors	-	18,099	84,412	-	115,900	4,082	552,909	60,693	12,417	-	-	848,512
	Vacant Com'l Land	-	-	-	400	-	-	15,240	5,500	480	-	17,800	39,420
	D HM/Com'l Rec	-	561	28,887	-	-	473,050	23,569	35,778	400,048	-	809,956	1,771,849
	E Office	-	32,872	40,268	74,755	540,872	502,753	130,822	1,858	221,856	75,276	1,970,475	3,591,807
Subtotal : Commercial	-	109,518	449,578	114,222	921,588	1,206,034	1,712,886	338,716	840,980	129,179	3,359,815	9,182,516	
Infrastructure	N Utilities incl. R.R.	-	-	-	-	-	-	-	-	86,651	-	32,500	119,151
	P Infra/Fwy/Transit	-	-	-	62,557	-	9,826	-	32,251	-	-	-	104,634
	M Government Owned	-	-	-	1,281	-	4,400	44,000	-	-	18,261	15,800	83,742
	Subtotal : Utilities/Infrastructure	-	-	-	63,838	-	14,226	44,000	32,251	86,651	18,261	48,300	307,527
Resid'l	Subtotal: Parks/OS/Tidelands	-	-	-	-	-	-	-	-	-	-	-	-
	A Residential 1-4	-	548,389	213,122	82,364	17,318	180,195	921,304	385,465	276,391	-	-	2,624,548
	B Residential 5+	-	832,328	289,474	9,053	1,749,079	985,304	975,350	103,857	13,638	-	-	4,958,083
	L Institutional	-	38,578	99,080	3,253	21,237	5,472	119,237	70,831	99,185	-	83,388	540,261
	Subtotal : Residential and Institutional	-	1,419,295	601,676	94,670	1,787,634	1,170,971	2,015,891	560,153	389,214	-	83,388	8,122,892
TOTAL		-	6,253,325	1,604,659	3,305,370	4,180,043	7,269,817	5,301,430	5,920,097	8,389,314	326,421	6,722,019	49,272,495

Industrial Subareas
Subareas 02 - 11
Existing Land Use Summary Table

Existing Land Use Summary - Lot Area (acres) by Use and Subarea

[illegible]

Subareas 02 - 11

Existing Land Use Summary - Lot Area (acres) by Use and Subarea

[illegible]

Transportation Gateways
Subareas 01 - Maritime/Port and 12 - Airport
Existing Land Use Summary Table

		Number of Parcels by Use and Subarea			Lot Area (acres) by Use and Subarea			Building Area (square feet) by Use and Subarea		
Existing Use		01	12	TOTAL	01	12	TOTAL	01	12	TOTAL
Industrial	G Ind'l Light/Mfg	-	-	-	-	-	-	-	-	-
	H Warehouse	-	-	-	-	-	-	-	-	-
	I Heavy/Misc Industrial	1	-	1	33.22	-	33.22	122,584	-	122,584
	K Industrial Land	-	2	2	-	1.32	1.32	-	-	-
	J Transportation/Logistics	45	23	68	940.71	1,265.84	2,206.55	28,485	713,000	741,485
Subtotal : Industrial/Transp/Log		46	25	71	973.93	1,267.17	2,241.09	151,069	713,000	864,069
Commercial	F Auto/Parking	-	1	1	-	0.13	0.13	-	10,000	10,000
	Auto Repair	-	-	-	-	-	-	-	-	-
	C Retail/Restaurant	-	-	-	-	-	-	-	-	-
	Storefronts with Upper Floors	-	-	-	-	-	-	-	-	-
	Vacant Com'l Land	-	-	-	-	-	-	-	-	-
	D HM/Com'l Rec	-	-	-	-	-	-	-	-	-
Infrastructure	E Office	-	-	-	-	-	-	-	-	-
	Subtotal : Commercial	-	1	1	-	0.13	0.13	-	10,000	10,000
	N Utilities incl. R.R.	67	-	67	236.84	-	236.84	61,647	-	61,647
	P Infra/Fwy/Transit	35	2	37	68.47	0.51	68.98	-	-	-
	M Government Owned	-	-	-	-	-	-	-	-	-
Subtotal : Utilities/Infrastructure		102	2	104	305.31	0.51	305.82	61,647	-	61,647
Resid'l	Q Parks/OS/Tidelands	2	7	9	42.85	59.98	102.83	-	10,000	10,000
	A Residential 1-4	-	-	-	-	-	-	-	-	-
	B Residential 5+	-	-	-	-	-	-	-	-	-
	L Institutional	-	1	1	-	2.54	2.54	-	-	-
	Subtotal : Residential and Institutional	-	1	1	-	2.54	2.54	-	-	-
O No Land Use Code		-	-	-	-	-	-	-	-	-
TOTAL		150	36	186	1,322.09	1,330.33	2,652.42	212,716	733,000	945,716

Appendix C

Tables Describing Business Activity and Employment in Industrial Corridor Subareas

List of Tables:

- ◆ Establishments and Employment by Industry (Industry Group)
- ◆ Establishments and Employment by Industry (Detail)
- ◆ Establishments and Employment by Industry Group and Subarea

Oakland Industrial Study Area
Establishments and Employment by INDUSTRY GROUP for Industrial Corridor Subareas
Wage and Salary Employment, Qtr. 1 2018

Industry Group	Establishments	Employment	Employment	
			Percent of Business Category (Ind./Other)	Percent of Total
Agriculture, Mining, Utilities	8	104	0.31%	0.20%
Construction	181	4,313	12.85%	8.44%
Manufacturing	207	4,884	14.56%	9.55%
Wholesale Trade	235	4,414	13.16%	8.63%
Transportation & Warehousing	160	13,071	38.96%	25.56%
Waste Management	21	1,293	3.85%	2.53%
Vehicle-Related Sales and Services	167	1,650	4.92%	3.23%
Bldg. Mater./Garden Equip. & Supply Dealers	31	589	1.76%	1.15%
Repair/Maint., Rental/Leasing, & Support Serv.	89	3,235	9.64%	6.33%
SUBTOTAL Industrial Business Activities	1,099	33,553	100.00%	65.62%
Information	31	388	2.21%	0.76%
Retail	105	1,649	9.38%	3.23%
Finance & Insurance	48	529	3.01%	1.03%
Real Estate and Rental & Leasing (remainder)	76	233	1.33%	0.46%
Professional, Scientific, & Technical Services	219	2,378	13.53%	4.65%
Management of Companies and Enterprises	23	374	2.13%	0.73%
Administrative and Support Serv. (remainder)	26	538	3.06%	1.05%
Educational Services	46	2,458	13.98%	4.81%
Health Care and Social Assistance	89	2,946	16.76%	5.76%
Arts, Entertainment, and Recreation	19	569	3.24%	1.11%
Accommodation and Food Services	151	3,980	22.64%	7.78%
Other Services	108	1,229	6.99%	2.40%
Public Administration	8	305	1.74%	0.60%
SUBTOTAL Commercial and Other Business Activities	949	17,576	100.00%	34.38%
TOTAL	2,048	51,129		100.00%
Missing NAICS	54	158		
GRAND TOTAL, All Records	2,102	51,287		

NOTE: Data excludes IHSS, In-Home Supportive Services with government funding.

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Oakland Industrial Study Area
Establishments and Employment by Industry for Industrial Corridor Subareas
Wage and Salary Employment, Qtr. 1 2018

NAICS	Industry Group/Description	Establishments	Employment	Employment	
				Percent of Group	Percent of Business Category (Ind./Other) Percent of Total
11	<u>Agriculture, Mining, Utilities</u>	8	104	100.00%	0.31% 0.20%
	<u>Construction</u>				
236	Construction of Buildings	50	888	20.59%	2.65% 1.74%
237	Heavy and Civil Engineering Construction	17	924	21.42%	2.75% 1.81%
238	Specialty Trade Contractors	114	2,501	57.99%	7.45% 4.89%
	Subtotal	181	4,313	100.00%	12.85% 8.44%
	<u>Manufacturing</u>				
311	Food Manufacturing	27	1,120	22.93%	3.34% 2.19%
312	Beverage & Tobacco Prod. Manufacturing	8	45	0.92%	0.13% 0.09%
313, 314	Textile & Textile Product Mills	4	53	1.09%	0.16% 0.10%
315	Apparel Manufacturing	11	112	2.29%	0.33% 0.22%
321	Wood Product Manufacturing	11	103	2.11%	0.31% 0.20%
322	Paper Manufacturing	3	170	3.48%	0.51% 0.33%
323	Printing & Related Support Activities	11	153	3.13%	0.46% 0.30%
324, 325	Chemical Mfg. & Petroleum & Coal Product Manufacturing	9	56	1.15%	0.17% 0.11%
326	Plastics & Rubber Prod. Manufacturing	10	185	3.79%	0.55% 0.36%
327	Nonmetallic Mineral Prod. Manufacturing	14	193	3.95%	0.58% 0.38%
331	Primary Metal Manufacturing	3	358	7.33%	1.07% 0.70%
332	Fabricated Metal Prod. Manufacturing	45	608	12.45%	1.81% 1.19%
333	Machinery Manufacturing	10	128	2.62%	0.38% 0.25%
334	Computer & Electronic Product Manufacturing	8	723	14.80%	2.15% 1.41%
335	Electrical Equip., Appliance, & Component Manufacturing	3	45	0.92%	0.13% 0.09%
336	Transportation Equipment and Manufacturing	5	336	6.88%	1.00% 0.66%
337	Furniture and Related Product Manufacturing	19	380	7.78%	1.13% 0.74%
339	Miscellaneous Manufacturing	6	116	2.38%	0.35% 0.23%
	Subtotal	207	4,884	100.00%	14.56% 9.55%
	<u>Wholesale Trade</u>				
423	Merchant Wholesalers, Durable Goods	121	2,532	57.36%	7.55% 4.95%
424	Merchant Wholesalers, Nondurable Goods	94	1,732	39.24%	5.16% 3.39%
425	Electronic Markets add Agents and Brokers	20	150	3.40%	0.45% 0.29%
	Subtotal	235	4,414	100.00%	13.16% 8.63%
	<u>Transportation & Warehousing</u>				
481, 482, 483, 484	Air, Rail, Water, & Truck Transportation	69	5,116	39.14%	15.25% 10.01%
485, 487	Transit & Ground Pass./Scenic & Sightseeing Transp.	13	976	7.47%	2.91% 1.91%
488	Support Activities for Transportation	35	1,189	9.10%	3.54% 2.33%
491, 492	Postal Service, Couriers and Messengers	23	5,144	39.35%	15.33% 10.06%
493	Warehousing and Storage	20	646	4.94%	1.93% 1.26%
	Subtotal	160	13,071	100.00%	38.96% 25.56%
	<u>Waste Management</u>				
562	Waste Management and Remediation Services	21	1,293	100.00%	3.85% 2.53%
	Subtotal	21	1,293	100.00%	3.85% 2.53%
	<u>Vehicle-Related Sales and Services</u>				
4411	Automobile Dealers	8	254	15.39%	0.76% 0.50%
4412	Other Motor Vehicle Dealers	4	70	4.24%	0.21% 0.14%
4413	Auto/Vehicle Parts, Accessories, and Tire Stores	16	134	8.12%	0.40% 0.26%
447	Gasoline Stations	19	163	9.88%	0.49% 0.32%
454	Nonstore Retailers	6	71	4.30%	0.21% 0.14%
5321	Vehicle Rental and Leasing	17	420	25.45%	1.25% 0.82%
8111	Automotive Repair and Maintenance	97	538	32.61%	1.60% 1.05%
	Subtotal	167	1,650	100.00%	4.92% 3.23%
	<u>Bldg. Mater./Garden Equip. & Supply Dealers</u>				
444	Building Mater. & Garden Equip. & Supplies Dealers	31	589	100.00%	1.76% 1.15%
	Subtotal	31	589	100.00%	1.76% 1.15%
	<u>Repair/Maint., Rental/Leasing, & Support Serv.</u>				
5324	Machinery and Equipment Rental and Leasing	6	108	3.34%	0.32% 0.21%
5616	Investigation and Security Services	21	1,992	61.58%	5.94% 3.90%
5617	Services to Buildings and Dwellings	28	601	18.58%	1.79% 1.18%
5619	Other Support Services	12	127	3.93%	0.38% 0.25%
8112	Electronic Equipment Repair and Maintenance	-	-	0.00%	0.00% 0.00%
8113	Commercial Machinery Repair and Maintenance	7	136	4.20%	0.41% 0.27%
8114	Household Goods Repair and Maintenance	7	38	1.17%	0.11% 0.07%
8123	Dry Cleaning and Laundry Services	8	233	7.20%	0.69% 0.46%
	Subtotal	89	3,235	100.00%	9.64% 6.33%
SUBTOTAL Industrial Business Activities		1,099	33,553	100.00%	65.62%

Oakland Industrial Study Area
Establishments and Employment by Industry for Industrial Corridor Subareas
Wage and Salary Employment, Qtr. 1 2018

NAICS	Industry Group/Description	Establishments	Employment	Employment	
				Percent of Group	Percent of Business Category (Ind./Other) Percent of Total
51 <u>Information</u>		31	388	100.00%	2.21% 0.76%
	<u>Retail</u>				
	442 Furniture and Home Furnishings Stores	15	131	7.94%	0.75% 0.26%
	443 Electronics and Appliance Stores	7	58	3.52%	0.33% 0.11%
	445 Food and Beverage Stores	39	439	26.62%	2.50% 0.86%
	446 Health and Personal Care Stores	5	22	1.33%	0.13% 0.04%
	448 Clothing and Accessories Stores	10	61	3.70%	0.35% 0.12%
	451 Sporting Goods, Hobby, & Musical Instrum. Stores	8	184	11.16%	1.05% 0.36%
	452 General Merchandise Stores	3	433	26.26%	2.46% 0.85%
	453 Miscellaneous Store Retailers	18	321	19.47%	1.83% 0.63%
	Subtotal	105	1,649	100.00%	9.38% 3.23%
	<u>Finance & Insurance</u>				
	522 Credit Intermediation and Related Activities	19	212	40.08%	1.21% 0.41%
	524 Insurance Carriers and Related Activities	19	294	55.58%	1.67% 0.58%
	523, 525 Funds, Trusts, and Other Financial Vehicles	10	23	4.35%	0.13% 0.04%
	Subtotal	48	529	100.00%	3.01% 1.03%
	<u>Real Estate and Rental & Leasing (remainder)</u>				
	531 Real Estate	71	205	87.98%	1.17% 0.40%
	5322, 5323 Consumer Goods Rental, General Rental Centers	4	28	12.02%	0.16% 0.05%
	533 Lessors of Nonfinancial Intangible Assets	1	-	0.00%	0.00% 0.00%
	Subtotal	76	233	100.00%	1.33% 0.46%
	<u>Professional, Scientific, & Technical Services</u>				
	541 Professional, Scientific, and Technical Services	219	2,378	100.00%	13.53% 4.65%
	Subtotal	219	2,378	100.00%	13.53% 4.65%
	<u>Management of Companies and Enterprises</u>				
	551 Management of Companies and Enterprises	23	374	100.00%	2.13% 0.73%
	Subtotal	23	374	100.00%	2.13% 0.73%
	<u>Administrative and Support Serv. (remainder)</u>				
	5611 Office Administrative Services	7	158	29.37%	0.90% 0.31%
	5613 Employment Services	7	335	62.27%	1.91% 0.66%
	5612, 5614, 5615 Other Services	12	45	8.36%	0.26% 0.09%
	Subtotal	26	538	100.00%	3.06% 1.05%
	<u>Educational Services</u>				
	611 Educational Services	46	2,458	100.00%	13.98% 4.81%
	Subtotal	46	2,458	100.00%	13.98% 4.81%
	<u>Health Care and Social Assistance</u>				
	621, 622 Ambulatory Health Care Services, Hospitals	48	1,345	45.66%	7.65% 2.63%
	623 Nursing and Residential Care Facilities	3	219	7.43%	1.25% 0.43%
	624 Social Assistance	38	1,382	46.91%	7.86% 2.70%
	Subtotal	89	2,946	100.00%	16.76% 5.76%
	71 <u>Arts, Entertainment, and Recreation</u>	19	569	100.00%	3.24% 1.11%
	<u>Accommodation and Food Services</u>				
	721 Accommodation	14	777	19.52%	4.42% 1.52%
	722 Food Services and Drinking Places	137	3,203	80.48%	18.22% 6.26%
	Subtotal	151	3,980	100.00%	22.64% 7.78%
	<u>Other Services</u>				
	8121, 8122, 8129 Personal Services	29	408	33.20%	2.32% 0.80%
	813 Religious, Grantmaking, Civic, Professional, & Similar Organizations	72	816	66.40%	4.64% 1.60%
	814 Private Households	7	5	0.41%	0.03% 0.01%
	Subtotal	108	1,229	100.00%	6.99% 2.40%
	92 <u>Public Administration</u>	8	305	100.00%	1.74% 0.60%
SUBTOTAL Commercial and Other Business Activities		949	17,576	100.00%	34.38%
TOTAL		2,048	51,129		100.00%
	<u>Missing NAICS</u>				
	999 Missing	54	158		
GRAND TOTAL, All Records		2,102	51,287		

NOTE: Data excludes IHSS, In-Home Supportive Services with government funding.

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Oakland Industrial Study Area
Establishments and Employment by INDUSTRY GROUP and SUBAREA

	SUBAREA 01 Maritime Port		SUBAREA 12 Airport		<u>SUBTOTAL - Gateway Subareas</u>	
Industry Group	Establishments	Employment	Establishments	Employment	Establishments - SUBTOTAL (Gateways Subareas)	Employment- SUBTOTAL (Gateway Subareas)
Agriculture, Mining, Utilities	N		N		N	
Construction	-	-	-	-	-	-
Manufacturing	-	-	N		N	
Wholesale Trade	3	150	-	-	3	150
Transportation & Warehousing	16	592	30	5,701	46	6,293
Waste Management	-	-	-	-	-	-
Vehicle-Related Sales and Services	-	-	6	298	6	298
Bldg. Mater./Garden Equip. & Supply Dealers	-	-	-	-	-	-
Repair/Maint., Rental/Leasing, & Support Serv.	N		5	106	6	154
SUBTOTAL Industrial Business Activities	20	790	43	6,348	63	7,138
Information	-	-	-	-	-	-
Retail	-	-	-	-	-	-
Finance & Insurance	-	-	-	-	-	-
Real Estate and Rental & Leasing (remainder)	-	-	-	-	-	-
Professional, Scientific, & Technical Services	3	14	3	5	6	19
Management of Companies and Enterprises	-	-	-	-	-	-
Administrative and Support Serv. (remainder)	N		N		N	
Educational Services	N		N		N	
Health Care and Social Assistance	-	-	3	10	3	10
Arts, Entertainment, and Recreation	-	-	N		N	
Accommodation and Food Services	N		9	498	10	526
Other Services	-	-	5	192	5	192
Public Administration	-	-	-	-	-	-
SUBTOTAL Commercial and Other Business Activities	6	48	23	757	29	805
<u>TOTAL</u>	26	838	66	7,105	92	7,943
Missing NAICS	-	-	-	-	-	-
GRAND TOTAL All Records	26	838	66	7,105	92	7,943

N: For confidentiality reasons, "N" indicates that data cannot be displayed because of the small number of records in the group.

NOTE: Data excludes IHSS, In-Home Supportive Services with Government Funding

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Oakland Industrial Study Area
Establishments and Employment by INDUSTRY GROUP and SUBAREA

	SUBAREA 02 Gateway Industrial		SUBAREA 03A West Oak North - A		SUBAREA 03B West Oak North - B/San Pablo		SUBAREA 04 West Oakland South		<u>SUBTOTAL - West Section Subareas</u>	
Industry Group	Establishments	Employment	Establishments	Employment	Establishments	Employment	Establishments	Employment	Number of Establishments - SUBTOTAL (West Section)	Employees-SUBTOTAL (West Section)
Agriculture, Mining, Utilities	-	-	N		-	-	-	-	N	
Construction	N		46	851	9	139	5	121	61	1,111
Manufacturing	-	-	37	664	7	104	4	77	48	845
Wholesale Trade	-	-	44	654	7	63	14	340	65	1,057
Transportation & Warehousing	4	258	20	410	4	10	7	1,480	35	2,158
Waste Management	-	-	N		-	-	N		4	90
Vehicle-Related Sales and Services	-	-	13	104	12	93	4	11	29	208
Bldg. Mater./Garden Equip. & Supply Dealers	-	-	N		-	-	-	-	N	
Repair/Maint., Rental/Leasing, & Support Serv.	-	-	9	132	N	-	3	200	14	334
SUBTOTAL Industrial Business Activities	5	258	173	2,838	41	411	39	2,300	258	5,807
Information	-	-	3	4	-	-	N	-	4	4
Retail	-	-	4	47	6	20	3	23	13	90
Finance & Insurance	-	-	-	-	N		4	19	5	21
Real Estate and Rental & Leasing (remainder)	-	-	5	13	N		5	9	11	25
Professional, Scientific, & Technical Services	N		23	137	N		16	80	41	225
Management of Companies and Enterprises	-	-	N		6	32	-	-	7	38
Administrative and Support Serv. (remainder)	N		N		N		N		4	19
Educational Services	-	-	N		N	8	9	341	11	392
Health Care and Social Assistance	-	-	N		5	122	N		9	551
Arts, Entertainment, and Recreation	-	-	N		N		N		5	7
Accommodation and Food Services	-	-	7	105	N	22	3	9	12	136
Other Services	-	-	11	182	N		5	39	17	246
Public Administration	-	-	-	-	-	-	-	-	-	-
SUBTOTAL Commercial and Other Business Activities	N		60	803	27	245	50	694	139	1,754
<u>TOTAL</u>	7	270	233	3,641	68	656	89	2,994	397	7,561
Missing NAICS	-	-	8	39	N		N		11	47
GRAND TOTAL All Records	7	270	241	3,680	70	662	90	2,996	408	7,608

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NOTE: Data excludes IHSS, In-Home Supportive Services with Government Funding

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Oakland Industrial Study Area
Establishments and Employment by INDUSTRY GROUP and SUBAREA

	SUBAREA 05 Jack London/Oak to 9th		SUBAREA 06 Central Estuary		SUBAREA 07 Eastlake/San Antonio/Fruitvale		<u>SUBTOTAL - Central Section Subareas</u>	
Industry Group	Establishments	Employment	Establishments	Employment	Establishments	Employment	Establishments - SUBTOTAL (Central Section)	Employment- SUBTOTAL (Central Section)
Agriculture, Mining, Utilities	N		N		-	-	N	
Construction	6	16	14	251	20	222	40	489
Manufacturing	18	227	23	476	16	92	57	795
Wholesale Trade	37	690	33	934	13	95	83	1,719
Transportation & Warehousing	8	45	12	483	4	118	24	646
Waste Management	N		N		-	-	N	
Vehicle-Related Sales and Services	7	31	10	122	52	245	69	398
Bldg. Mater./Garden Equip. & Supply Dealers	3	18	4	271	6	60	13	349
Repair/Maint., Rental/Leasing, & Support Serv.	N		11	365	8	49	21	423
SUBTOTAL Industrial Business Activities	83	1,036	109	2,939	119	881	311	4,856
Information	15	94	3	5	3	30	21	129
Retail	13	489	10	206	34	415	57	1,110
Finance & Insurance	7	20	N		11	61	19	99
Real Estate and Rental & Leasing (remainder)	24	82	9	25	6	12	39	119
Professional, Scientific, & Technical Services	70	521	28	306	12	110	110	937
Management of Companies and Enterprises	5	145	-	-	N		6	176
Administrative and Support Serv. (remainder)	-	-	4	18	4	22	8	40
Educational Services	5	469	6	442	7	351	18	1,262
Health Care and Social Assistance	13	323	N		21	813	35	1,160
Arts, Entertainment, and Recreation	3	16	5	107	N		9	142
Accommodation and Food Services	23	254	11	272	46	442	80	968
Other Services	16	97	6	37	21	91	43	225
Public Administration	-	-	N		-	-	N	
SUBTOTAL Commercial and Other Business Activities	194	2,510	85	1,562	167	2,397	446	6,469
<u>TOTAL</u>	277	3,546	194	4,501	286	3,278	757	11,325
Missing NAICS	7	17	11	17	8	5	26	39
GRAND TOTAL All Records	284	3,563	205	4,518	294	3,283	783	11,364

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NOTE: Data excludes IHSS, In-Home Supportive Services with Government Funding

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Oakland Industrial Study Area
Establishments and Employment by INDUSTRY GROUP and SUBAREA

Industry Group	SUBAREA 08 East Oak Industrial North		SUBAREA 09 East Oak Industrial South		SUBTOTAL - East Section I Subareas	
	Establishments	Employment	Establishments	Employment	Number of Establishments - SUBTOTAL (East Section I)	Employees- SUBTOTAL (East Section I)
Agriculture, Mining, Utilities	N		-	-	N	
Construction	17	239	24	885	41	1,124
Manufacturing	38	778	40	994	78	1,772
Wholesale Trade	18	466	33	434	51	900
Transportation & Warehousing	11	733	19	1,072	30	1,805
Waste Management	3	89	6	470	9	559
Vehicle-Related Sales and Services	22	118	19	143	41	261
Bldg. Mater./Garden Equip. & Supply Dealers	11	195	-	-	11	195
Repair/Maint., Rental/Leasing, & Support Serv.	9	116	12	300	21	416
SUBTOTAL Industrial Business Activities	130	2,789	153	4,298	283	7,087
Information	2	55	N		3	118
Retail	12	70	8	20	20	90
Finance & Insurance	3	79	2	3	5	82
Real Estate and Rental & Leasing (remainder)	8	28	5	14	13	42
Professional, Scientific, & Technical Services	N		9	189	10	192
Management of Companies and Enterprises	-	-	8	85	8	85
Administrative and Support Serv. (remainder)	-	-	2	47	N	
Educational Services	3	104	2	26	5	130
Health Care and Social Assistance	N		5	54	6	55
Arts, Entertainment, and Recreation	N		N		N	
Accommodation and Food Services	5	43	16	378	21	421
Other Services	3	27	13	81	16	108
Public Administration	-	-	N		N	
SUBTOTAL Commercial and Other Business Activities	39	414	73	996	112	1,410
<u>TOTAL</u>	169	3,203	226	5,294	395	8,497
Missing NAICS	6	31	4	25	10	56
GRAND TOTAL All Records	175	3,234	230	5,319	405	8,553

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NOTE: Data excludes IHSS, In-Home Supportive Services with Government Funding

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Oakland Industrial Study Area
Establishments and Employment by INDUSTRY GROUP and SUBAREA

Industry Group	SUBAREA 10 Coliseum		SUBAREA 11 Airport Business Park		<u>SUBTOTAL - East Section II Subareas</u>	
	Establishments	Employment	Establishments	Employment	Establishments - SUBTOTAL (East Section II)	Employment - SUBTOTAL (East Section II)
Agriculture, Mining, Utilities	- N	-	N		N	
Construction	6	111	33	1,478	39	1,589
Manufacturing	N		21	1,200	23	1,230
Wholesale Trade	3	93	30	495	33	588
Transportation & Warehousing	4	7	21	2,162	25	2,169
Waste Management	N		4	434	6	614
Vehicle-Related Sales and Services	N		21	463	22	485
Bldg. Mater./Garden Equip. & Supply Dealers	N		4	37	6	44
Repair/Maint., Rental/Leasing, & Support Serv.	3	56	24	1,852	27	1,908
SUBTOTAL Industrial Business Activities	23	506	160	8,154	183	8,660
Information	-	-	3	137	3	137
Retail	3	145	12	214	15	359
Finance & Insurance	N		17	326	19	327
Real Estate and Rental & Leasing (remainder)	N		12	41	13	47
Professional, Scientific, & Technical Services	N		50	986	52	1,005
Management of Companies and Enterprises	-	-	N		N	
Administrative and Support Serv. (remainder)	3	288	7	144	10	432
Educational Services	N		9	665	10	668
Health Care and Social Assistance	4	83	32	1,087	36	1,170
Arts, Entertainment, and Recreation	N		-	-	N	
Accommodation and Food Services	5	1,161	23	768	28	1,929
Other Services	N		26	456	27	458
Public Administration	-	-	6	167	6 N	167
SUBTOTAL Commercial and Other Business Activities	24	2,072	199	5,066	223	7,138
<u>TOTAL</u>	47	2,578	359	13,220	406	15,798
Missing NAICS	N		6	16	7	16
GRAND TOTAL All Records	48	2,578	365	13,236	413	15,814

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NOTE: Data excludes IHSS, In-Home Supportive Services with Government Funding

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Oakland Industrial Study Area
Establishments and Employment by INDUSTRY GROUP and SUBAREA

Industry Group	<u>TOTAL - SUBAREAS</u>		<u>CORRIDOR GRAND TOTAL</u> including nearby areas	
	Establishments - SUBTOTAL	Employment - SUBTOTAL	Establishments - TOTAL Study Area	Employment - TOTAL Study Area
Agriculture, Mining, Utilities	7	99	8 N	104
Construction	181	4,313	217	4,501
Manufacturing	207	4,884	214	4,906
Wholesale Trade	235	4,414	244	4,532
Transportation & Warehousing	160	13,071	165	13,146
Waste Management	21	1,293	21	1,293
Vehicle-Related Sales and Services	167	1,650	177	1,702
Bldg. Mater./Garden Equip. & Supply Dealers	31	589	32	590
Repair/Maint., Rental/Leasing, & Support Serv.	89	3,235	114	3,352
SUBTOTAL Industrial Business Activities	1,098	33,548	1,192	34,126
Information	31	388	40	722
Retail	105	1,649	132	1,745
Finance & Insurance	48	529	58	607
Real Estate and Rental & Leasing (remainder)	76	233	100	348
Professional, Scientific, & Technical Services	219	2,378	254	2,665
Management of Companies and Enterprises	23	374	24	378
Administrative and Support Serv. (remainder)	26	538	31	596
Educational Services	46	2,458	80	3,832
Health Care and Social Assistance	89	2,946	124	3,445
Arts, Entertainment, and Recreation	19	569	27	603
Accommodation and Food Services	151	3,980	195	5,259
Other Services	108	1,229	151	1,456
Public Administration	8	305	11	662
SUBTOTAL Commercial and Other Business Activities	949	17,576	1,227	22,318
<u>TOTAL</u>	2,047	51,124	2,419	56,444
Missing NAICS	54	158	74	190
GRAND TOTAL All Records	2,101	51,282	2,493	56,634

N: For confidentiality reasons, "N" indicates that data cannot be displayed because of the small number of records in the group.

NOTE: Data excludes IHSS, In-Home Supportive Services with Government Funding

Source: CA Employment Development Department; City of Oakland; Hausrath Economics Group

Appendix D

Subarea Maps Showing General Plan Designations and Zoning

List of Maps:

West Section

- 01 Maritime Port
- 02 Gateway Industrial
- 03A West Oakland - North
- 03B West Oakland - North/San Pablo Ave.
- 04 West Oakland - South

Central Section

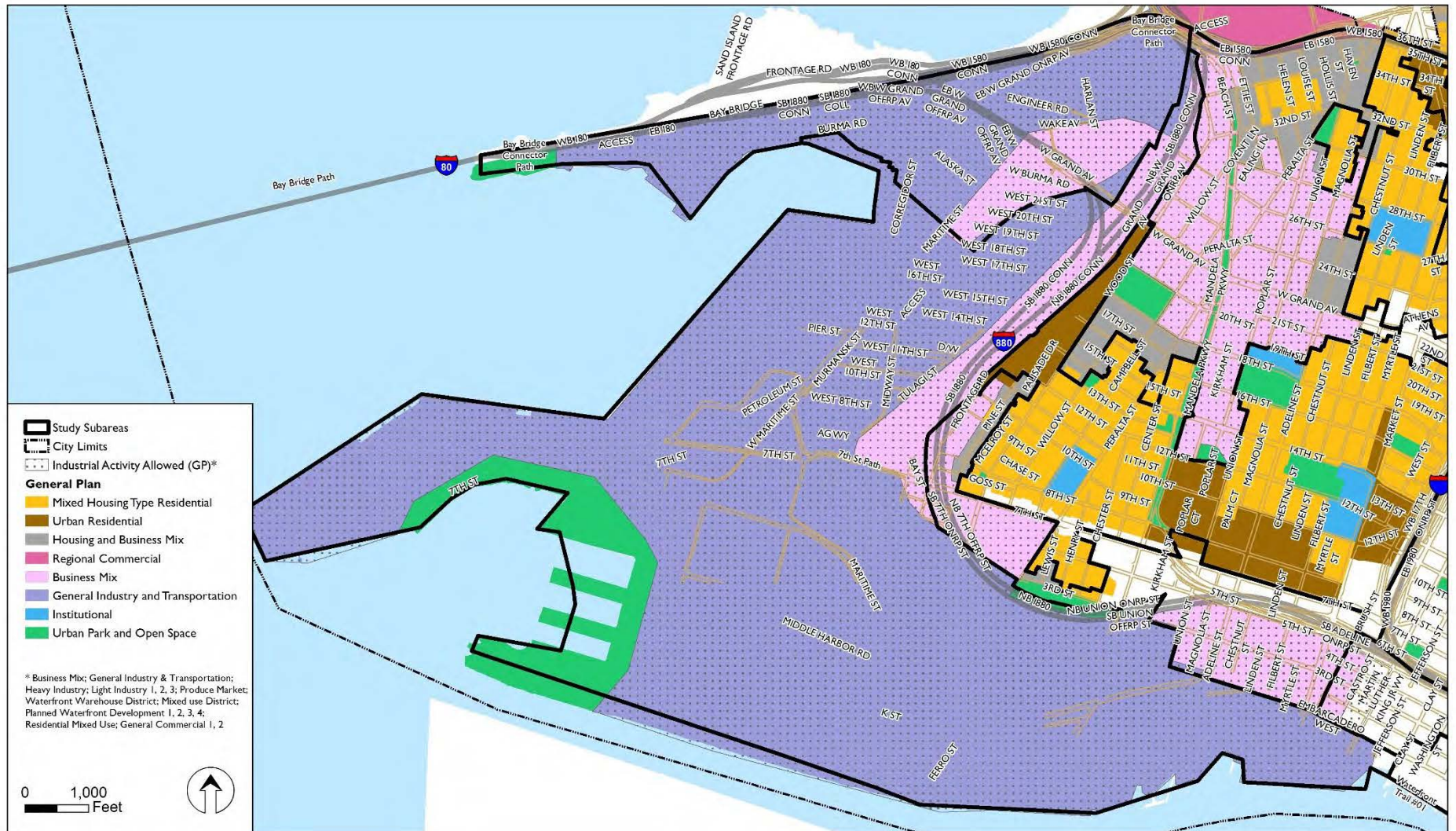
- 05 Jack London/Oak to Ninth
- 06 Central Estuary
- 07 Eastlake/San Antonio/Fruitvale - maps 1 and 2

East Section

- 08 East Oakland Industrial - North
- 09 East Oakland Industrial - South
- 10 Coliseum
- 11 Airport Business Park
- 12 Airport

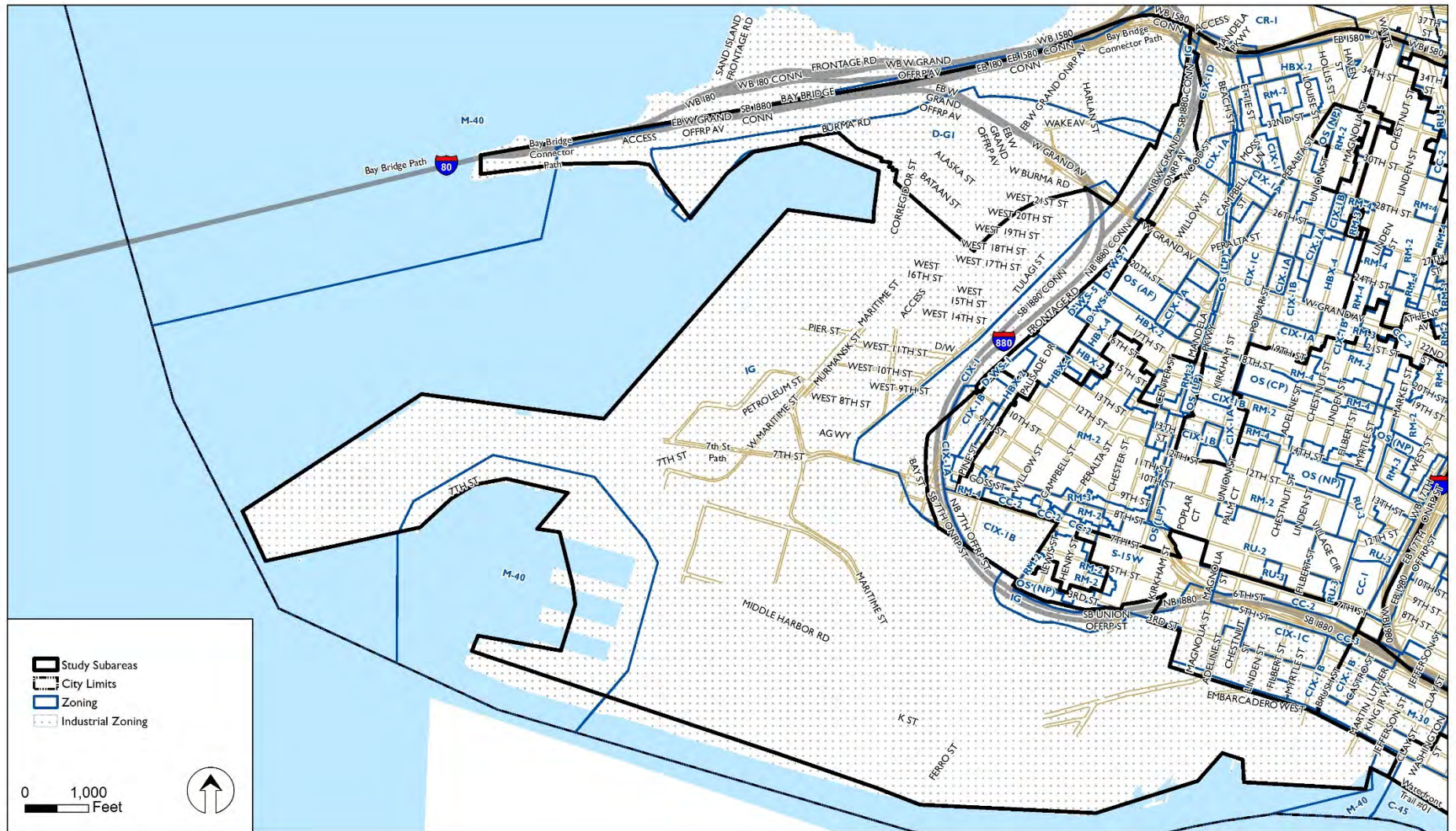
Nearby Areas within Corridor

- 13W West Section - maps 1 and 2
- 13C Central Section
- 13E East Section - maps 1, 2, and 3

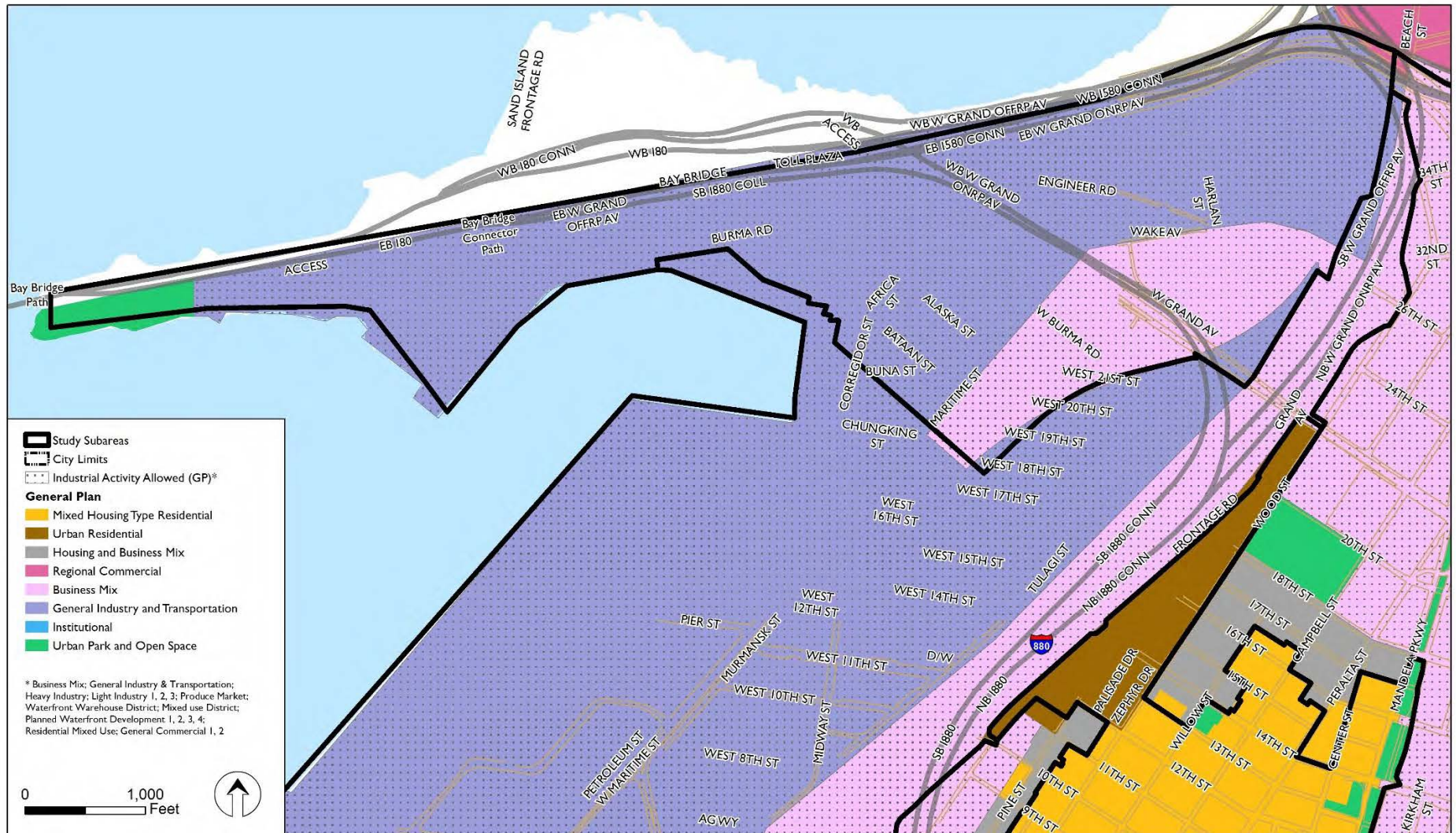


Subarea 01 - Maritime/Port: General Plan

Oakland Industrial Study



Subarea 01 - Maritime/Port: Zoning **Oakland Industrial Study**

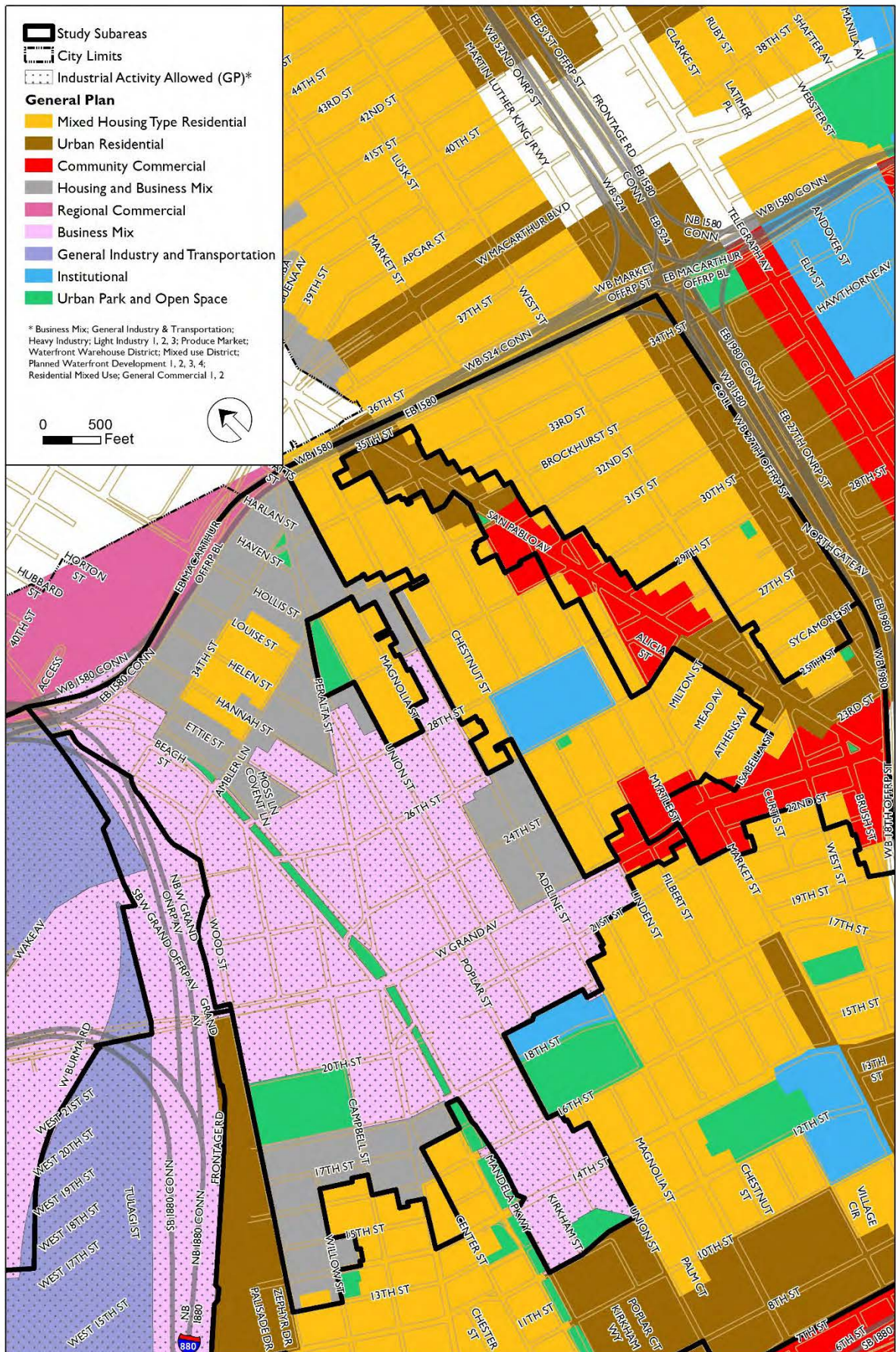


Subarea 02 Gateway Industrial: General Plan

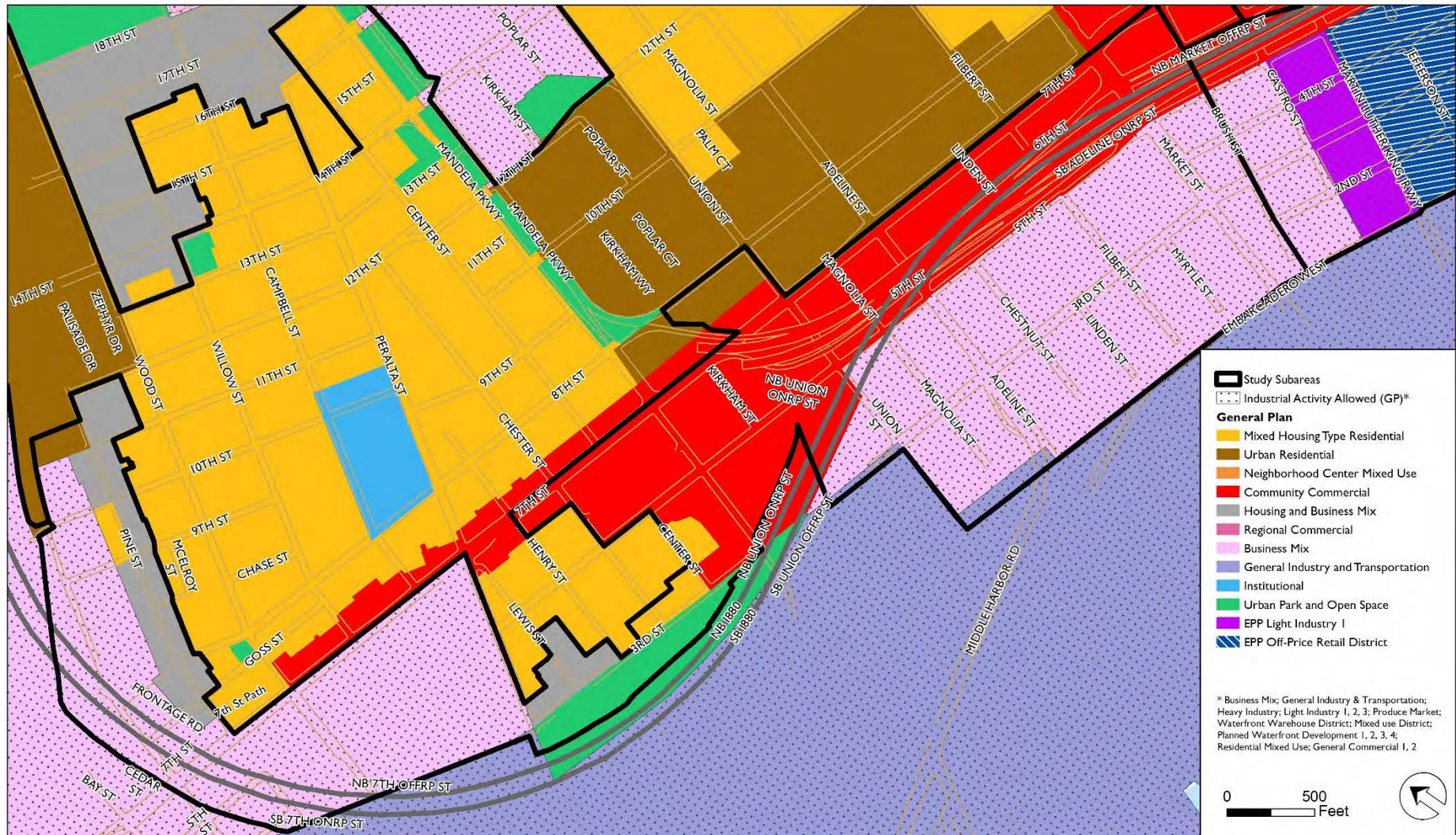
Oakland Industrial Study



Subarea 02 Gateway Industrial: Zoning

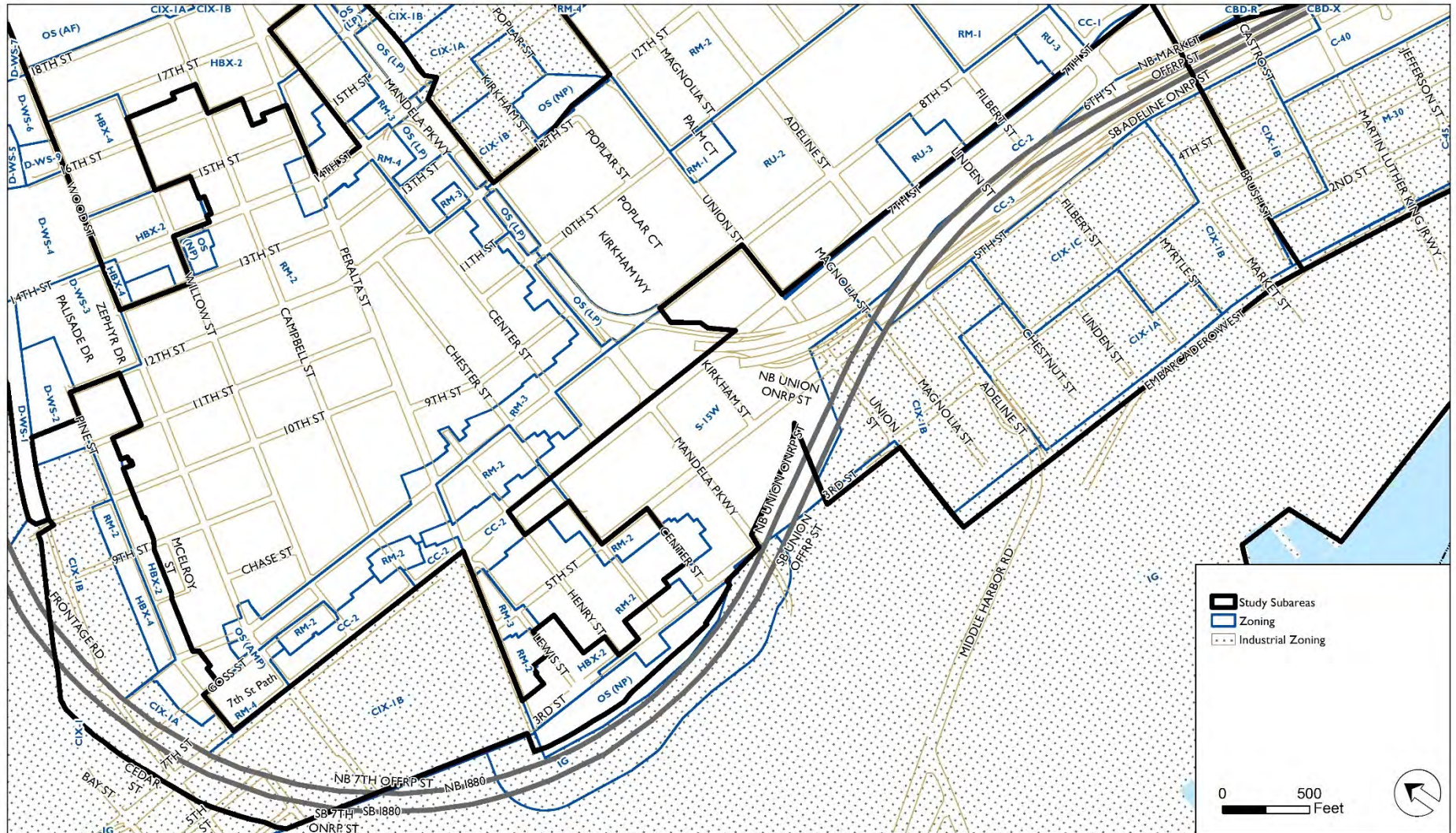


Subarea 03 West Oakland - North A & B: General Plan
Oakland Industrial Study



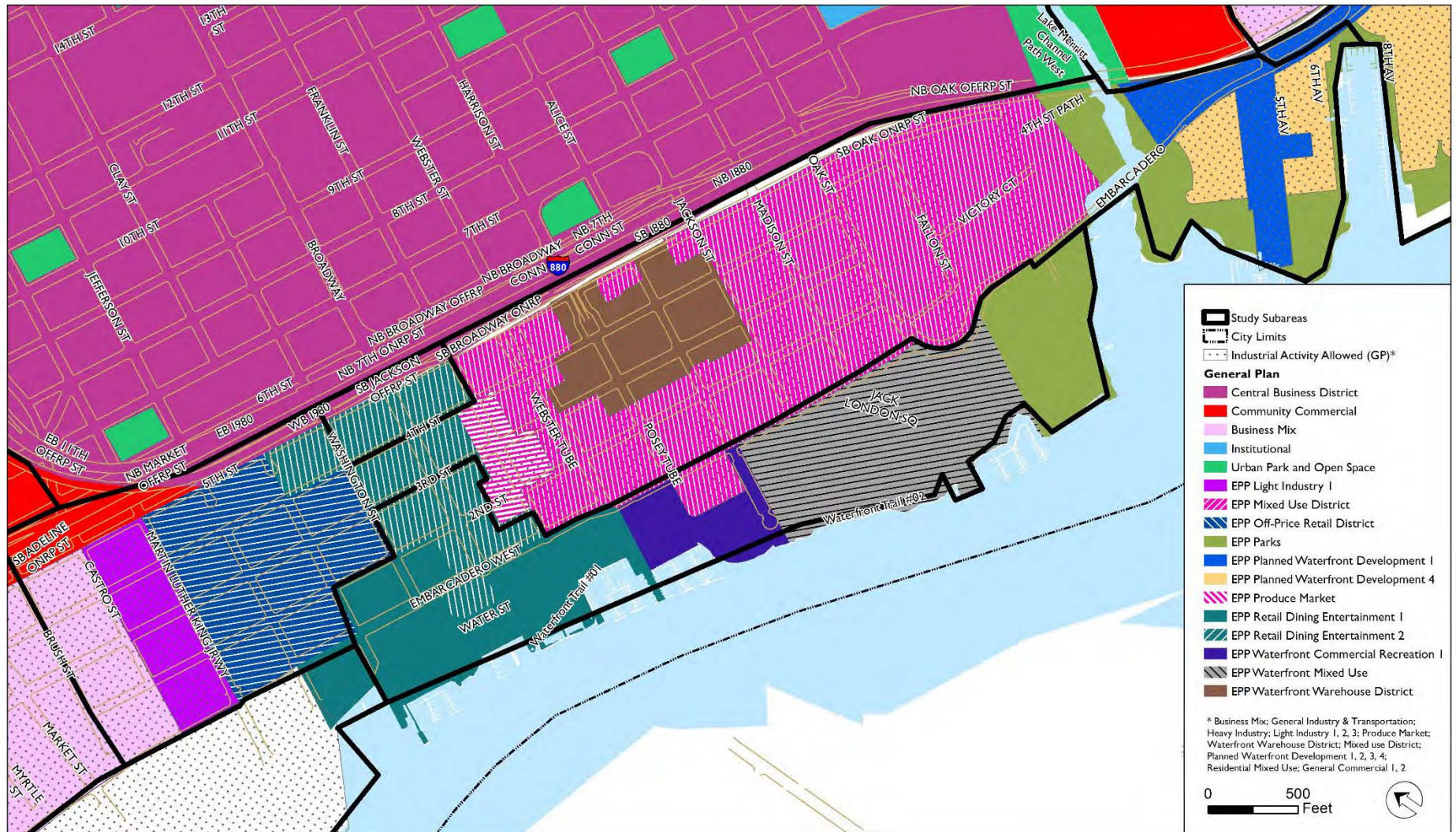
Subarea 04 West Oakland - South: General Plan

Oakland Industrial Study



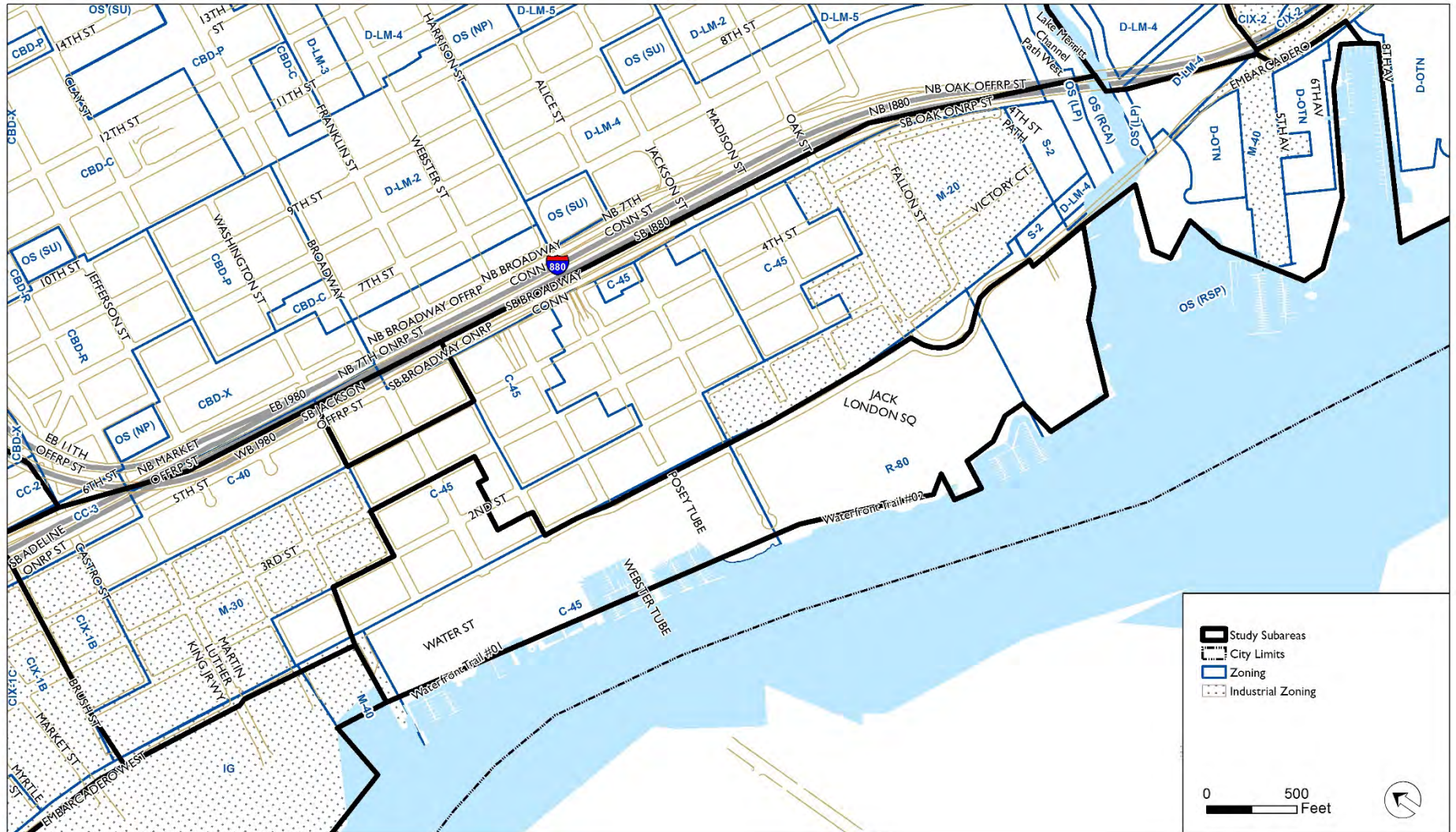
Subarea 04 West Oakland - South: Zoning

Oakland Industrial Study



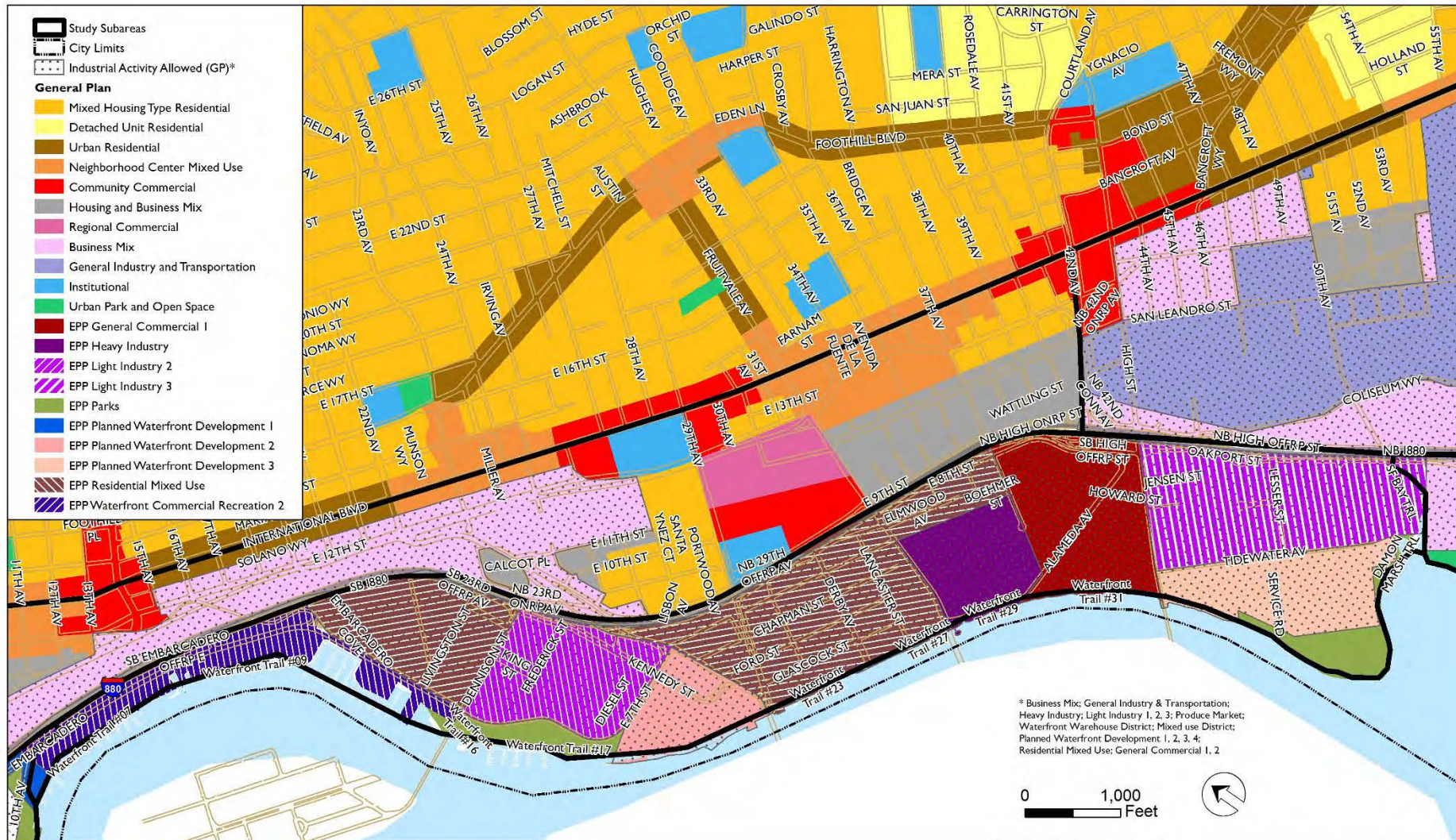
Subarea 05 Jack London / Oak to Ninth: General Plan

Oakland Industrial Study



Subarea 05 Jack London / Oak to Ninth: Zoning

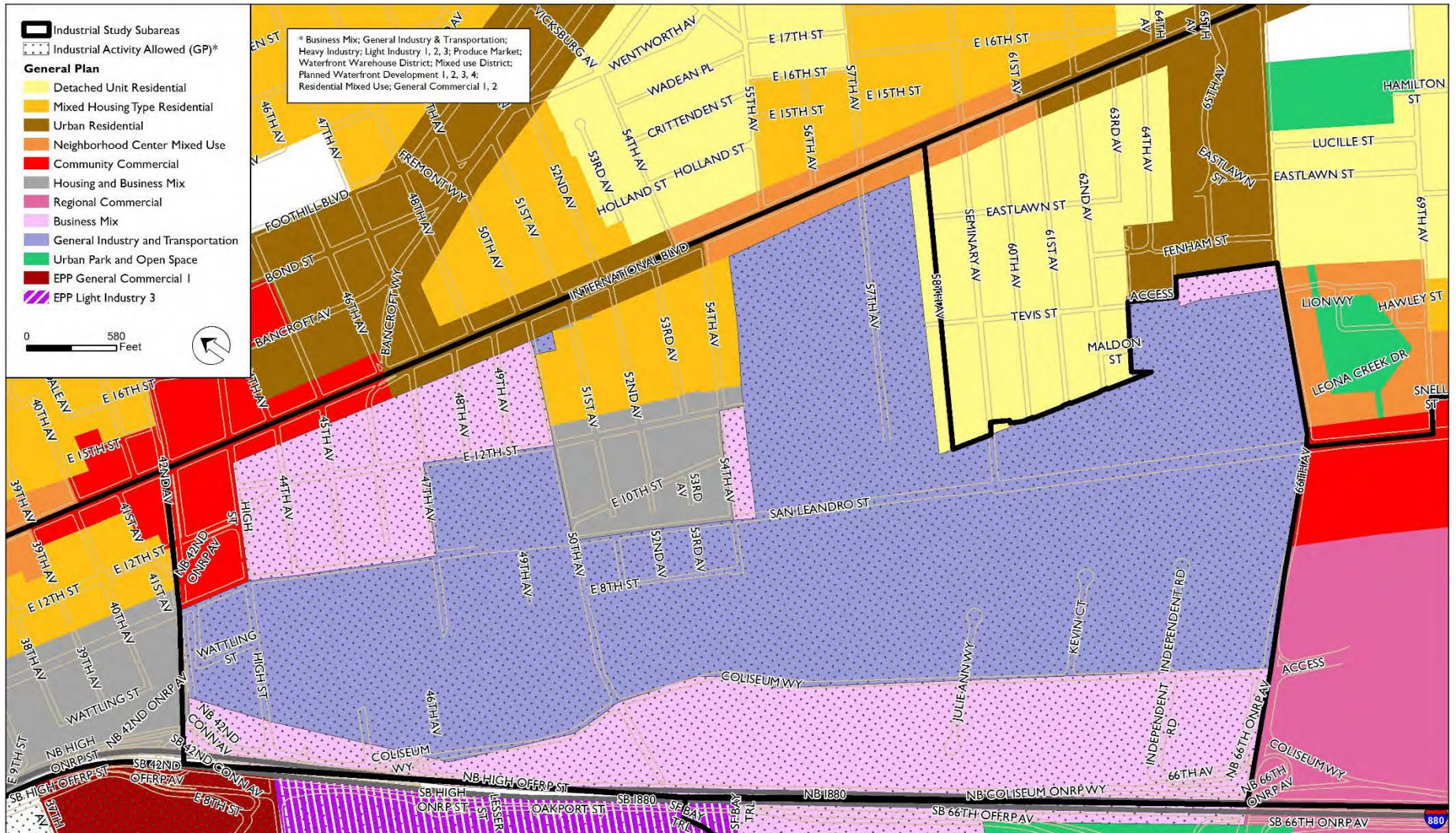
Oakland Industrial Study



Subarea 06 Central Estuary: General Plan **Oakland Industrial Study**

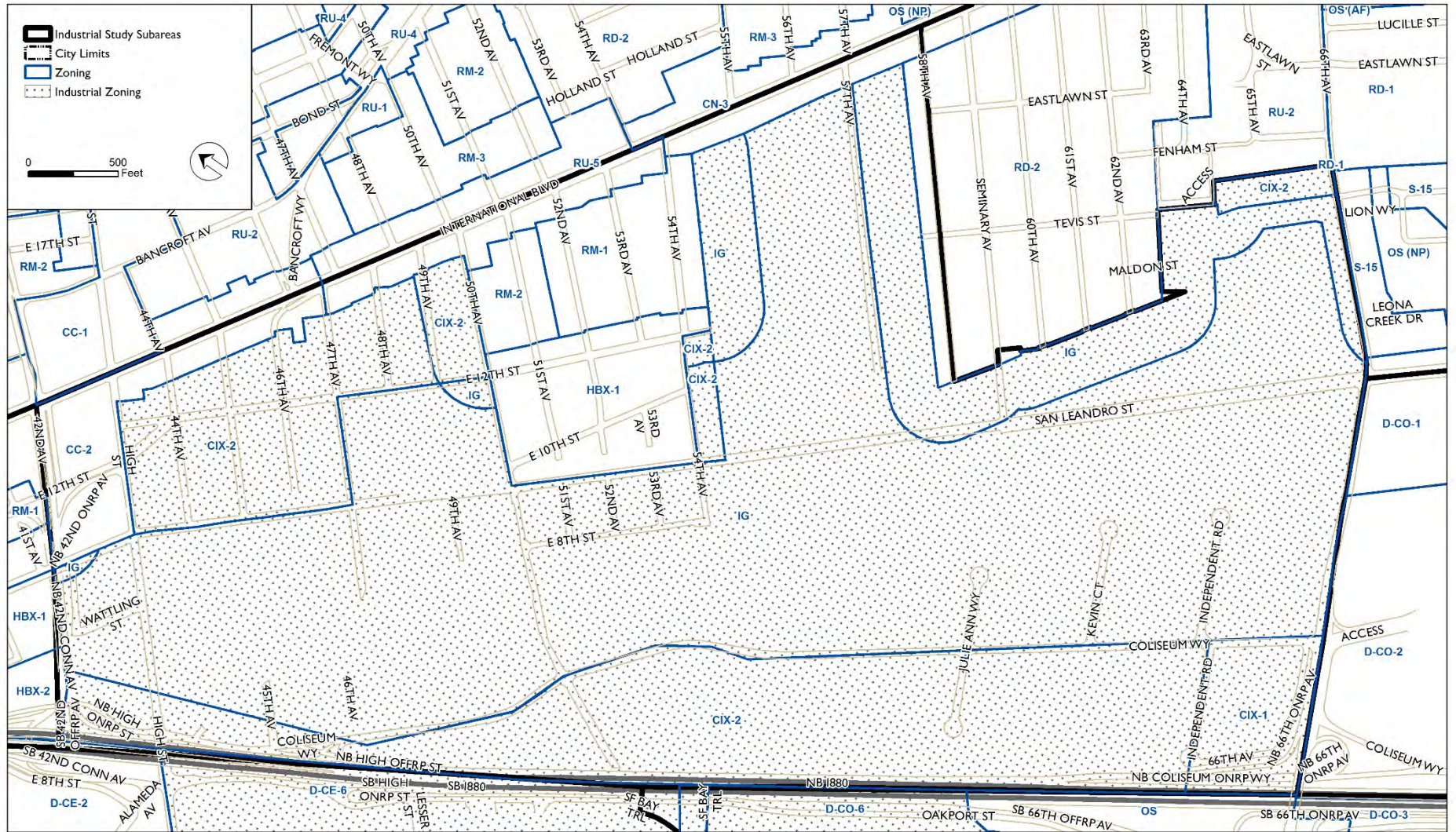






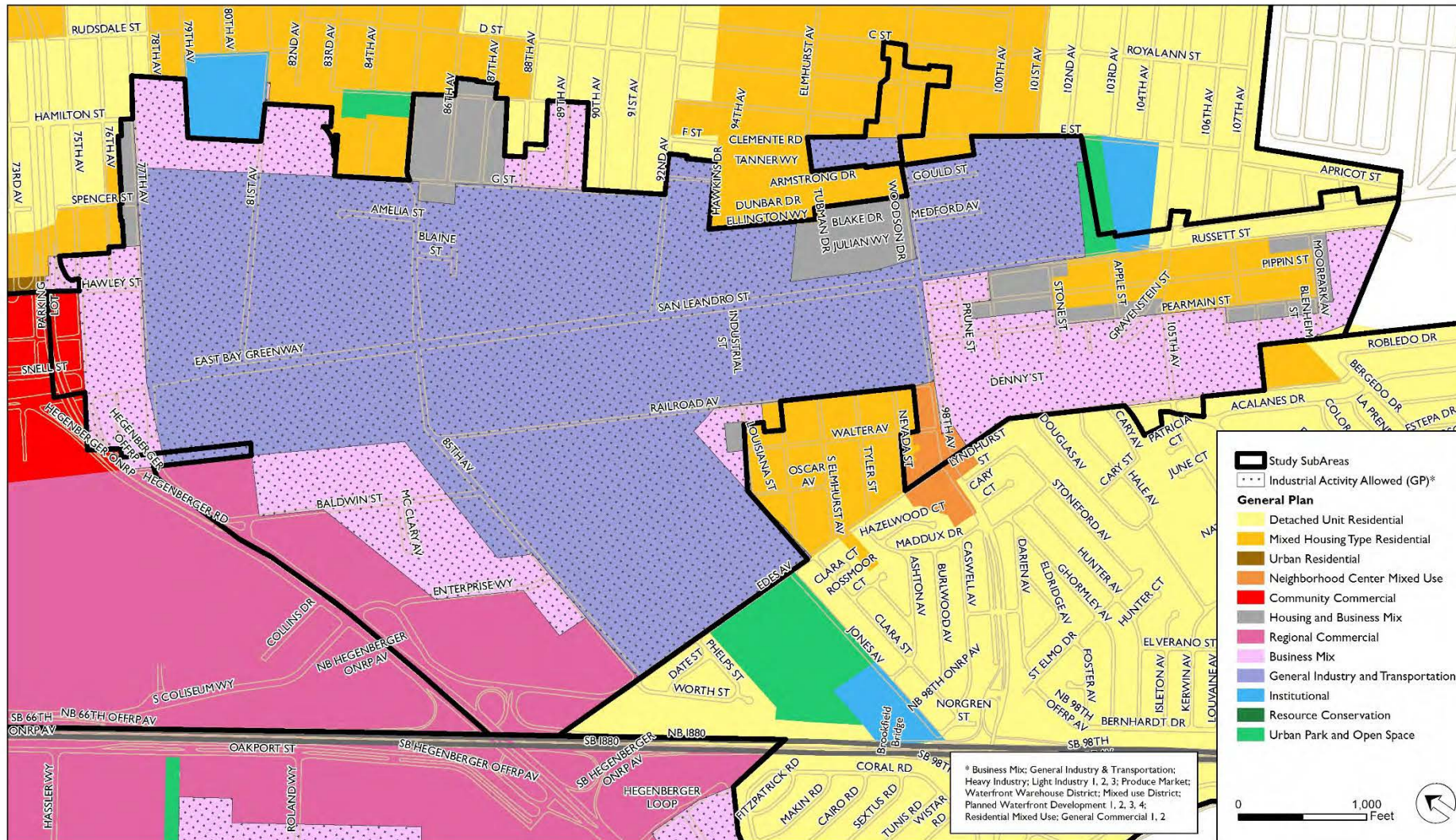
Subarea 08 East Oakland Industrial North: General Plan

Oakland Industrial Study



Subarea 08 East Oakland Industrial North: Zoning

Oakland Industrial Study

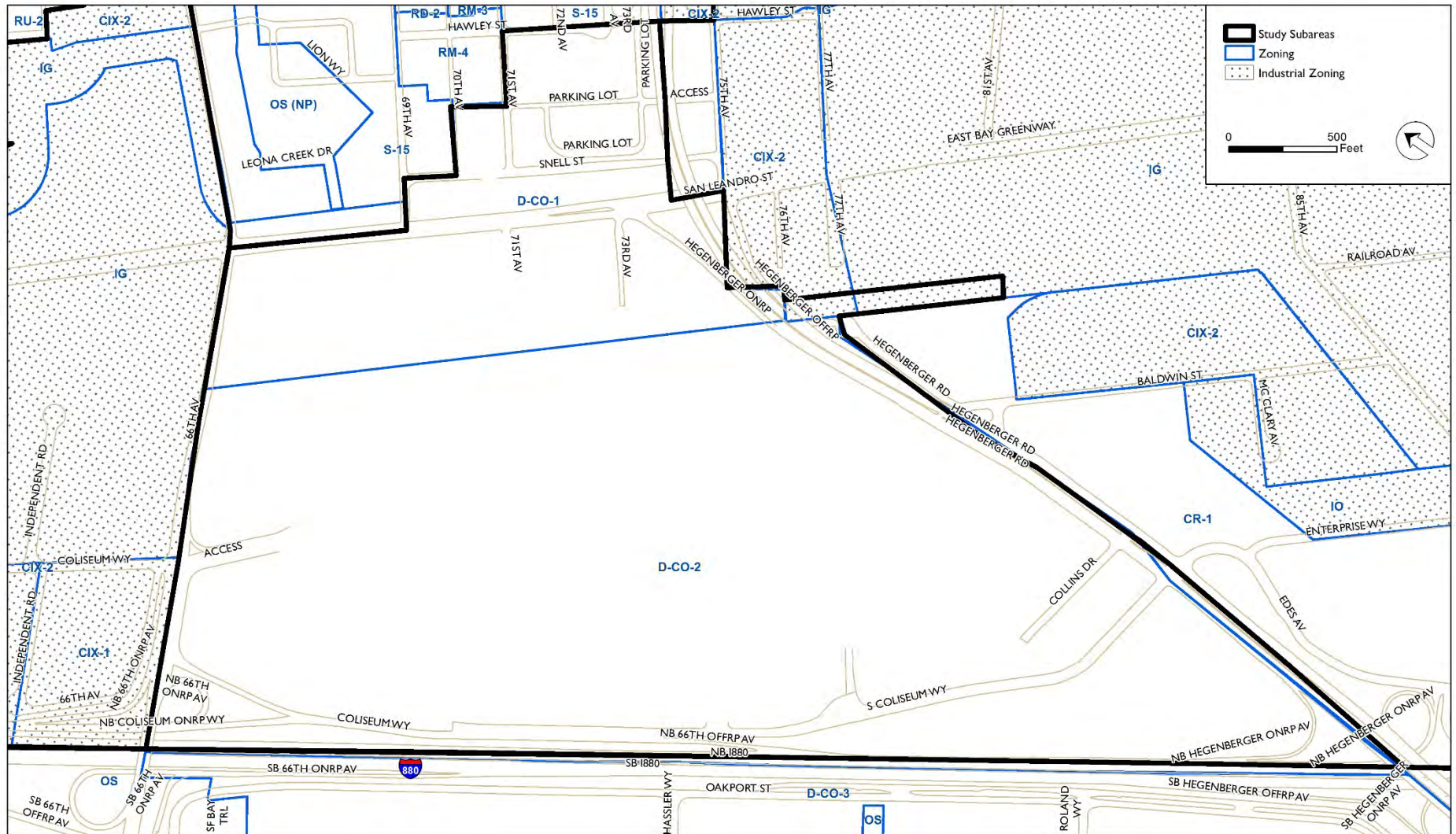


Subarea 09 East Oakland Industrial South: General Plan

Oakland Industrial Study

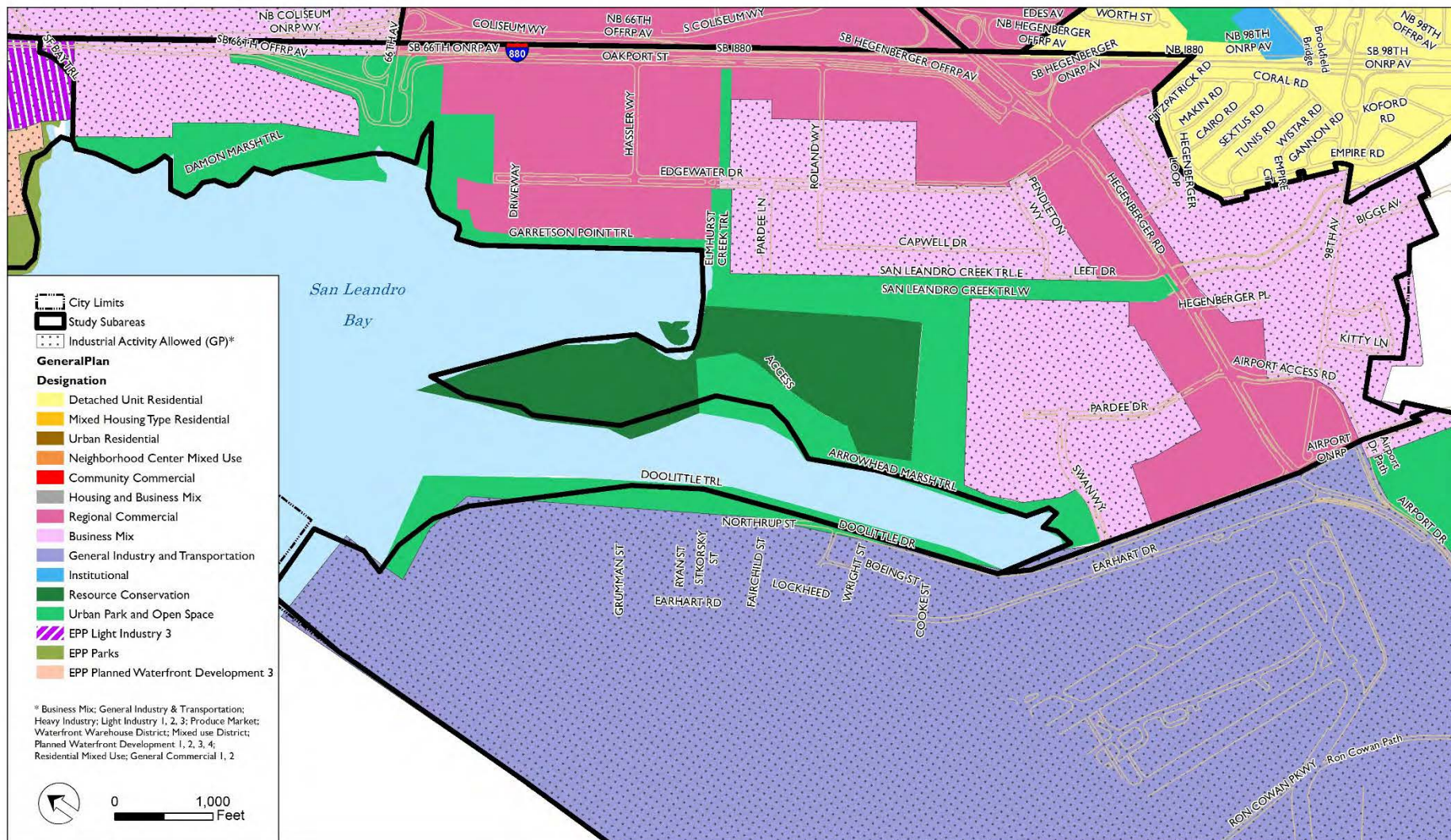


Oakland Industrial Study



Subarea 10 Coliseum: Zoning

Oakland Industrial Study



Subarea II - Airport Business Park: General Plan

Oakland Industrial Study



Subarea 12 Airport: General Plan

Oakland Industrial Study



Subarea I2 Airport: Zoning

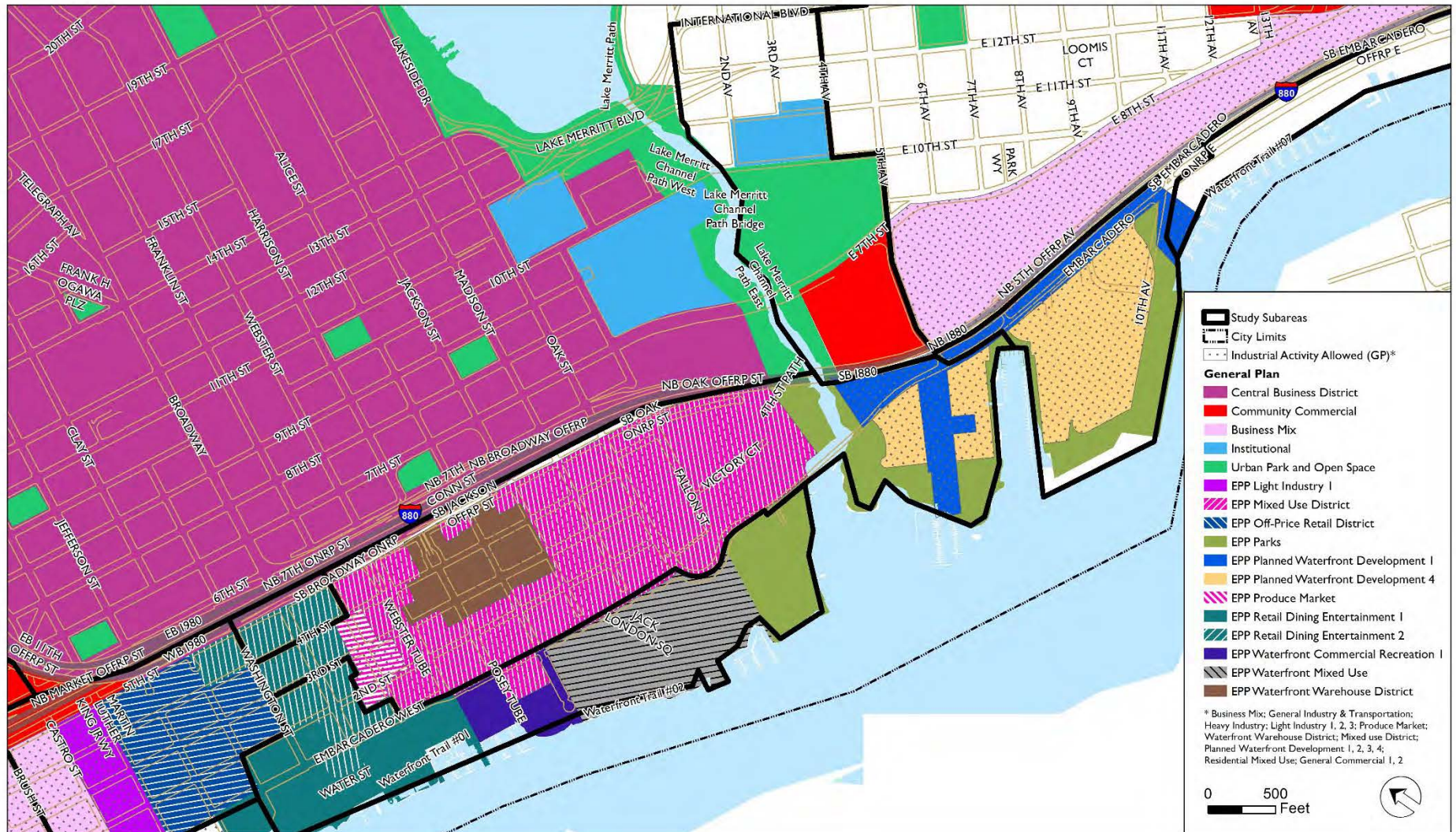
Oakland Industrial Study



Subarea 13W Nearby Areas, West Section: General Plan
Oakland Industrial Study



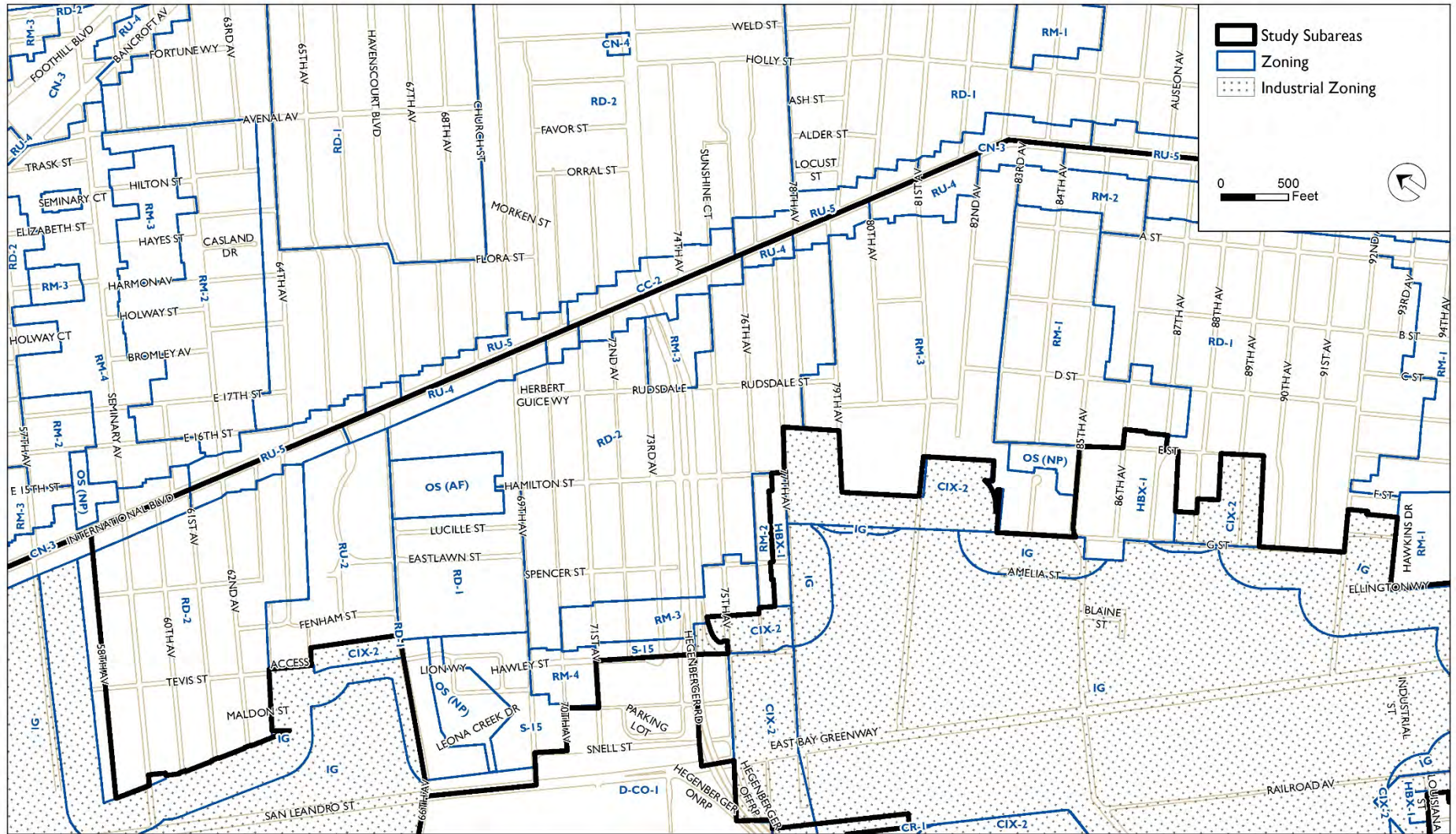
Subarea 13W Nearby Areas, West Section: Zoning
Oakland Industrial Study



Subarea 13C Nearby Areas, Central Section: General Plan

Oakland Industrial Study





Subarea 13E Nearby Areas, East Section: Zoning
Oakland Industrial Study

MAP I



MAP 2

Appendix E
Tables Summarizing Zoning by Existing Land Use
for Industrial Subareas 02-11

List of Tables:

- ◆ Land/Lot Area by Zoning Category for Parcels Currently in Industrial Use
- ◆ Land/Lot Area by Zoning Category for Parcels Currently in Utilities/Rail/Transit/Infrastructure Use
- ◆ Land/Lot Area by Zoning Category for All Land Uses in Industrial Subareas

Zoning by Existing Land Use: Industrial Land Uses Only
Industrial Subareas
Subareas 02 - 11

		Zoning Summary - Lot Area (acres)												
Zoning Label	Code	02	03A	03B	04	05	Lot Area (acres)			08	09	10	11	TOTALS
							06	07						
General Industrial	IG	47.83	-	-	0.08	-	-	-	152.97	240.85	-	-	-	441.72
General Industrial/Health & Safety Protection	IG/S-19	-	-	-	0.10	-	-	-	38.99	43.89	-	-	-	82.98
General Industrial	M-30	-	-	-	-	7.33	-	8.38	-	-	-	-	-	15.71
Heavy Industrial/Design Review	M-40/S-4	-	-	-	-	4.81	-	-	-	-	-	-	-	4.81
Subtotal: General Industrial		47.83	-	-	0.18	12.14	-	8.38	191.96	284.74	-	-	-	545.23
Gateway District Industrial Zone	D-GI	152.59	-	-	-	-	-	-	-	-	-	-	-	152.59
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1A/T	-	-	-	8.81	-	-	-	-	-	-	-	-	8.81
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1B/T	-	-	-	15.15	-	-	-	-	-	-	-	-	15.15
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1C/T	-	-	-	12.64	-	-	-	-	-	-	-	-	12.64
Central Estuary Industrial Zone 5	D-CE-5	-	-	-	-	-	69.39	-	-	-	-	-	-	69.39
Central Estuary Industrial Zone 6	D-CE-6	-	-	-	-	-	95.20	-	-	-	-	-	-	95.20
Coliseum Area Industrial Mix 5	D-CO-5	-	-	-	-	-	-	-	-	-	-	-	107.18	107.18
Subtotal: Industrial		152.59	-	-	36.59	-	164.59	-	-	-	-	-	107.18	460.94
Light Industrial	M-20	-	-	-	-	-	-	-	-	-	-	-	-	-
Light Industrial/Design Review	M-20/S-4	-	-	-	-	17.27	-	-	-	-	-	-	-	17.27
Industrial Office	IO	-	-	-	-	-	-	-	-	3.70	-	-	-	3.70
Commercial Industrial Mix-1	CIX-1	-	-	-	-	-	-	-	6.15	-	-	-	-	6.15
Commercial Industrial Mix-1/Health & Safety Protection	CIX-1/S-19	-	2.87	-	-	-	-	-	-	-	-	-	-	2.87
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1A/S-19	-	43.27	-	-	-	-	-	-	-	-	-	-	43.27
WO Commercial Industrial Mix-1	CIX-1B	-	-	-	-	3.35	-	-	-	-	-	-	-	3.35
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1B/S-19	-	30.14	-	32.66	-	-	-	-	-	-	-	-	62.81
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1C/S-19	-	57.20	-	-	-	-	-	-	-	-	-	-	57.20
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1D/S-19	-	9.28	-	-	-	-	-	-	-	-	-	-	9.28
Commercial Industrial Mix-2	CIX-2	-	-	-	-	-	-	17.24	50.45	32.04	-	30.03	-	129.77
Commercial Industrial Mix-2/Health & Safety Protection	CIX-2/S-19	-	-	-	-	-	-	3.96	1.49	48.40	-	20.59	-	74.44
Coliseum Area Industrial Mix 6	D-CO-6	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal: Commercial Industrial		-	142.77	-	32.66	20.62	-	21.20	58.09	84.14	-	50.62	-	410.12
Housing Business Mix 1	HBX-1	-	-	-	-	-	-	5.90	4.07	18.60	-	-	-	28.56
Housing Business Mix 2	HBX-2	-	17.30	-	3.16	-	-	20.34	-	-	-	-	-	40.81
Housing Business Mix 4	HBX-4	-	12.01	-	-	-	-	-	-	-	-	-	-	12.01
Subtotal: Housing Business Mix		-	29.31	-	3.16	-	-	26.24	4.07	18.60	-	-	-	81.37
Community Thoroughfare Commercial	C-40	-	-	-	-	0.34	-	-	-	-	-	-	-	0.34
Community Shopping Commercial	C-45	-	-	-	-	3.68	-	-	-	-	-	-	-	3.68
Community Shopping Commercial/Design Review	C-45/S-4	-	-	-	-	4.91	-	-	-	-	-	-	-	4.91
Neighborhood Center 2	CN-2	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighborhood Center 3	CN-3	-	-	-	-	-	-	2.75	0.31	-	-	-	-	3.06
Neighborhood Center 3/Preservation	CN-3/S-7	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighborhood Center 4	CN-4	-	-	-	-	-	-	-	-	0.09	-	-	-	0.09
Community Center 1	CC-1	-	-	-	-	-	-	-	-	-	-	-	-	-
Community Center 2	CC-2	-	1.13	8.38	3.39	-	-	5.43	2.78	-	-	-	-	21.11
Regional Commercial-1	CR-1	-	-	-	-	-	-	-	-	2.38	-	5.01	-	7.39
Transit-Oriented Development Commercial Zone	S-15	-	-	-	-	-	-	0.07	-	-	-	-	-	0.07
Transit-Oriented Development Commercial Zone	S-15W	-	-	-	9.97	-	-	-	-	-	-	-	-	9.97
Central Estuary Commercial Zone 1	D-CE-1	-	-	-	-	-	-	-	-	-	-	-	-	-
Central Estuary Commercial Zone 2	D-CE-2	-	-	-	-	-	8.83	-	-	-	-	-	-	8.83
Central Estuary Commercial Zone 3/Health & Safety Protection	D-CE-3/S-19	-	-	-	-	-	29.83	-	-	-	-	-	-	29.83
Central Estuary Commercial Zone 4/Health & Safety Protection	D-CE-4/S-19	-	-	-	-	-	18.80	-	-	-	-	-	-	18.80
Lake Merritt Station Area District Mixed-4 Commercial	D-LM-4	-	-	-	-	-	-	-	-	-	-	-	-	-
Coliseum Area Transit-Oriented Development District-1 Commercial	D-CO-1	-	-	-	-	-	-	-	-	1.24	16.43	-	-	17.67
Coliseum Area District-2 Commercial	D-CO-2	-	-	-	-	-	-	-	-	-	0.15	-	-	0.15
Coliseum Area District-3 Commercial	D-CO-3	-	-	-	-	-	-	-	-	-	-	55.18	-	55.18
Subtotal: Commercial		-	1.13	8.38	13.36	8.93	57.45	8.25	3.09	3.72	16.58	60.18	-	181.07
Wood Street District-2	D-WS-2	-	-	-	0.94	-	-	-	-	-	-	-	-	0.94
Oak to Ninth District	D-OTN	-	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Housing Type Residential-1	RM-1	-	-	-	-	-	-	0.52	0.28	-	-	-	-	0.79
Mixed Housing Type Residential-2	RM-2	-	1.70	2.59	0.56	-	-	0.61	0.21	0.57	-	-	-	6.26
Mixed Housing Type Residential-2/Residential Commercial	RM-2/C	-	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Housing Type Residential-3	RM-3	-	0.93	-	-	-	-	-	-	-	-	-	-	0.93
Mixed Housing Type Residential-4	RM-4	-	0.12	0.33	-	-	-	-	-	0.11	-	-	-	0.57
Mixed Housing Type Residential-4/Residential Commercial	RM-4/C	-	0.62	-	-	-	-	-	-	0.52	-	-	-	1.13
Mixed Housing Type Resid'l-4/Resid'l Comm'l/Hist. Pres. Dist.	RM-4/C/S-20	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Residential-1	RU-1	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Residential-4	RU-4	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Residential-5	RU-5	-	-	2.93	-	-	-	1.11	-	-	-	-	-	4.05
Detached Unit Residential-1	RD-1	-	-	-	-	-	-	-	-	0.19	-	-	-	0.19
Detached Unit Residential-2	RD-2	-	-	-	-	-	-	-	0.07	-	-	-	-	0.07
High-Rise Apartment Residential	R-80	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal: Residential		-	3.38	5.86	1.51	-	-	2.24	0.55	1.40	-	-	-	14.93
Open Space	OS	-	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Athletic Field Park)	OS (AF)	-	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Active Mini Park)	OS (AMP)	-	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Linear Park)	OS (LP)	-	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Neighborhood Park)	OS (NP)	-	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Passive Mini-Park)	OS (PMP)	-	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Region-Serving Park)	OS (RSP)	-	-	-	-	-	0.47	-	-	-	-	-	-	0.47
Subtotal: Parks/Open Space		-	-	-	-	-	0.47	-	-	-	-	-	-	0.47
GRAND TOTAL		200.42	176.59	14.24	87.47	41.69	222.52	66.32	257.76	392.59	16.58	217.98	-	1,694.15

Zoning by Existing Land Use: Utilities/Rail/Transit/Infrastructure Land Uses Only

		Industrial Subareas				Zoning Summary - Lot Area (acres)							
		Subareas 02 - 11				Lot Area (acres)							
Zoning Label	Code	02	03A	03B	04	05	06	07	08	09	10	11	TOTALS
General Industrial	IG	84.15	-	-	0.05	1.02	-	-	37.62	18.91	-	-	141.75
General Industrial/Health & Safety Protection	IG/S-19	-	-	-	-	-	-	-	15.79	11.56	-	-	27.35
General Industrial	M-30	-	-	-	-	4.10	-	9.13	-	-	-	-	13.23
Heavy Industrial/Design Review	M-40/S-4	-	-	-	-	1.60	2.03	-	-	-	-	-	3.64
Subtotal: General Industrial		84.15	-	-	0.05	6.72	2.03	9.13	53.41	30.47	-	-	185.97
Gateway District Industrial Zone	D-GI	5.65	-	-	-	-	-	-	-	-	-	-	5.65
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1A/T	-	-	-	6.59	-	-	-	-	-	-	-	6.59
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1B/T	-	-	-	8.69	-	-	-	-	-	-	-	8.69
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1C/T	-	-	-	0.09	-	-	-	-	-	-	-	0.09
Central Estuary Industrial Zone 5	D-CE-5	-	-	-	-	-	1.73	-	-	-	-	-	1.73
Central Estuary Industrial Zone 6	D-CE-6	-	-	-	-	-	31.60	-	-	-	-	-	31.60
Coliseum Area Industrial Mix 5	D-CO-5	-	-	-	-	-	-	-	-	-	-	3.20	3.20
Subtotal: Industrial		5.65	-	-	15.37	-	33.32	-	-	-	-	3.20	57.55
Light Industrial	M-20	-	-	-	-	-	-	-	-	-	-	-	-
Light Industrial/Design Review	M-20/S-4	-	-	-	-	12.69	-	-	-	-	-	-	12.69
Industrial Office	IO	-	-	-	-	-	-	-	-	-	-	-	-
Commercial Industrial Mix-1	CIX-1	-	-	-	-	-	-	-	-	-	-	-	-
Commercial Industrial Mix-1/Health & Safety Protection	CIX-1/S-19	1.55	-	-	9.61	-	-	-	-	-	-	-	11.16
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1A/S-19	-	5.30	-	1.39	-	-	-	-	-	-	-	6.69
WO Commercial Industrial Mix-1	CIX-1B	-	-	-	-	0.29	-	-	-	-	-	-	0.29
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1B/S-19	-	8.89	-	1.43	-	-	-	-	-	-	-	10.32
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1C/S-19	-	0.54	-	-	-	-	-	-	-	-	-	0.54
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1D/S-19	-	1.29	-	-	-	-	-	-	-	-	-	1.29
Commercial Industrial Mix-2	CIX-2	-	-	-	-	-	-	53.83	4.99	11.64	-	-	70.45
Commercial Industrial Mix-2/Health & Safety Protection	CIX-2/S-19	-	-	-	-	-	-	3.22	-	5.34	-	-	8.56
Coliseum Area Industrial Mix 6	D-CO-6	-	-	-	-	-	-	-	-	-	-	45.10	45.10
Subtotal: Commercial Industrial		1.55	16.01	-	12.44	12.98	-	57.04	4.99	16.98	-	45.10	167.09
Housing Business Mix 1	HBX-1	-	-	-	-	-	-	0.57	1.60	-	-	-	2.17
Housing Business Mix 2	HBX-2	-	-	-	0.35	-	-	7.95	-	-	-	-	8.30
Housing Business Mix 4	HBX-4	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal: Housing Business Mix		-	-	-	0.35	-	-	8.52	1.60	-	-	-	10.47
Community Thoroughfare Commercial	C-40	-	-	-	-	2.84	-	-	-	-	-	-	2.84
Community Shopping Commercial	C-45	-	-	-	-	1.49	-	-	-	-	-	-	1.49
Community Shopping Commercial/Design Review	C-45/S-4	-	-	-	-	0.47	-	-	-	-	-	-	0.47
Neighborhood Center 2	CN-2	-	-	-	-	-	-	-	-	-	-	-	-
Neighborhood Center 3	CN-3	-	-	-	-	-	-	0.03	-	-	-	-	0.03
Neighborhood Center 3/Preservation	CN-3/S-7	-	-	-	-	-	-	-	-	-	-	-	-
Neighborhood Center 4	CN-4	-	-	-	-	-	-	-	-	-	-	-	-
Community Center 1	CC-1	-	-	-	-	-	-	1.61	-	-	-	-	1.61
Community Center 2	CC-2	-	-	-	1.80	-	-	-	0.12	-	-	-	1.93
Regional Commercial-1	CR-1	-	-	-	-	-	-	-	-	-	-	8.73	8.73
Transit-Oriented Development Commercial Zone	S-15	-	-	-	-	-	-	4.33	-	-	-	-	4.33
Transit-Oriented Development Commercial Zone	S-15W	-	-	-	9.49	-	-	-	-	-	-	-	9.49
Central Estuary Commercial Zone 1	D-CE-1	-	-	-	-	-	3.07	-	-	-	-	-	3.07
Central Estuary Commercial Zone 2	D-CE-2	-	-	-	-	-	2.04	-	-	-	-	-	2.04
Central Estuary Commercial Zone 3/Health & Safety Protection	D-CE-3/S-19	-	-	-	-	-	0.47	-	-	-	-	-	0.47
Central Estuary Commercial Zone 4/Health & Safety Protection	D-CE-4/S-19	-	-	-	-	-	0.76	-	-	-	-	-	0.76
Lake Merritt Station Area District Mixed-4 Commercial	D-LM-4	-	-	-	-	4.79	-	-	-	-	-	-	4.79
Coliseum Area Transit-Oriented Development District-1 Commercial	D-CO-1	-	-	-	-	-	-	-	-	1.39	27.57	-	28.96
Coliseum Area District-2 Commercial	D-CO-2	-	-	-	-	-	-	-	-	-	31.22	-	31.22
Coliseum Area District-3 Commercial	D-CO-3	-	-	-	-	-	-	-	-	-	-	27.52	27.52
Subtotal: Commercial		-	-	-	11.29	9.58	6.34	5.96	0.12	1.39	58.79	36.25	129.73
Wood Street District-2	D-WS-2	-	-	-	-	-	-	-	-	-	-	-	-
Oak to Ninth District	D-OTN	-	-	-	-	0.10	-	-	-	-	-	-	0.10
Mixed Housing Type Residential-1	RM-1	-	-	-	-	-	-	0.30	-	-	-	-	0.30
Mixed Housing Type Residential-2	RM-2	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Housing Type Residential-2/Residential Commercial	RM-2/C	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Housing Type Residential-3	RM-3	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Housing Type Residential-4	RM-4	-	-	-	-	-	-	0.35	-	-	-	-	0.35
Mixed Housing Type Residential-4/Residential Commercial	RM-4/C	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Housing Type Resid'l-4/Resid'l Comm'l/Hist. Pres. Dist.	RM-4/C/S-20	-	-	-	-	-	-	-	-	-	-	-	-
Urban Residential-1	RU-1	-	-	-	-	-	-	-	-	-	-	-	-
Urban Residential-4	RU-4	-	-	-	-	-	-	-	-	-	-	-	-
Urban Residential-5	RU-5	-	-	-	-	-	-	-	-	-	-	-	-
Detached Unit Residential-1	RD-1	-	-	-	-	-	-	-	-	-	-	-	-
Detached Unit Residential-2	RD-2	-	-	-	-	-	-	-	0.11	-	-	-	0.11
High-Rise Apartment Residential	R-80	-	-	-	-	0.63	-	-	-	-	-	-	0.63
Subtotal: Residential		-	-	-	-	0.73	-	0.65	0.11	-	-	-	1.49
Open Space	OS	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Athletic Field Park)	OS (AF)	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Active Mini Park)	OS (AMP)	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Linear Park)	OS (LP)	-	-	-	-	0.57	-	-	-	-	-	-	0.57
Open Space (Neighborhood Park)	OS (NP)	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Passive Mini-Park)	OS (PMP)	-	-	-	-	-	-	-	-	-	-	-	-
Open Space (Region-Serving Park)	OS (RSP)	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal: Parks/Open Space		-	-	-	-	0.57	-	-	-	-	-	-	0.57
GRAND TOTAL		91.35	16.01	-	39.51	30.58	41.69	81.31	60.23	48.85	58.79	84.55	552.87

Zoning Summary - All Land Uses
Industrial Subareas
Subareas 02 - 11

Zoning Summary - Lot Area (acres)

Zoning Label	Code	Lot Area (acres)											TOTALS
		02	03A	03B	04	05	06	07	08	09	10	11	
General Industrial	IG	131.98	-	-	0.13	1.02	-	-	210.47	261.81	-	-	605.40
General Industrial/Health & Safety Protection	IG/S-19	-	-	-	0.10	-	-	-	56.06	56.28	-	-	112.44
General Industrial	M-30	-	-	-	-	15.51	-	19.82	-	-	-	-	35.33
Heavy Industrial/Design Review	M-40/S-4	-	-	-	-	7.39	19.45	-	-	-	-	-	26.84
Subtotal: General Industrial		131.98	-	-	0.23	23.92	19.45	19.82	266.53	318.08	-	-	780.01
Gateway District Industrial Zone	D-GI	158.24	-	-	-	-	-	-	-	-	-	-	158.24
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1A/T	-	-	-	15.40	-	-	-	-	-	-	-	15.40
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1B/T	-	-	-	26.03	-	-	-	-	-	-	-	26.03
WO Com'l Ind'l Mix-1/Transport & Warehousing Combining Zone	CIX-1C/T	-	-	-	12.73	-	-	-	-	-	-	-	12.73
Central Estuary Industrial Zone 5	D-CE-5	-	-	-	-	-	71.76	-	-	-	-	-	71.76
Central Estuary Industrial Zone 6	D-CE-6	-	-	-	-	-	130.44	-	-	-	-	-	130.44
Coliseum Area Industrial Mix 5	D-CO-5	-	-	-	-	-	-	-	-	-	-	175.52	175.52
Subtotal: General Industrial		158.24	-	-	54.15	-	202.20	-	-	-	-	175.52	590.12
Light Industrial	M-20	-	-	-	-	-	-	-	-	-	-	-	-
Light Industrial/Design Review	M-20/S-4	-	-	-	-	33.02	-	-	-	-	-	-	33.02
Industrial Office	IO	-	-	-	-	-	-	-	-	10.60	-	-	10.60
Commercial Industrial Mix-1	CIX-1	-	-	-	-	-	-	-	6.15	-	-	-	6.15
Commercial Industrial Mix-1/Health & Safety Protection	CIX-1/S-19	1.55	2.87	-	9.61	-	-	-	-	-	-	-	14.04
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1A/S-19	-	52.41	-	1.39	-	-	-	-	-	-	-	53.80
WO Commercial Industrial Mix-1	CIX-1B	-	-	-	-	4.13	-	-	-	-	-	-	4.13
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1B/S-19	-	39.89	-	34.40	-	-	-	-	-	-	-	74.29
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1C/S-19	-	57.98	-	-	-	-	-	-	-	-	-	57.98
WO Commercial Industrial Mix-1/Health & Safety Protection	CIX-1D/S-19	-	10.75	-	-	-	-	-	-	-	-	-	10.75
Commercial Industrial Mix-2	CIX-2	-	-	-	-	-	-	84.01	82.60	51.49	-	67.75	285.86
Commercial Industrial Mix-2/Health & Safety Protection	CIX-2/S-19	-	-	-	-	-	-	7.97	5.75	62.78	-	29.19	105.68
Coliseum Area Industrial Mix 6	D-CO-6	-	-	-	-	-	-	-	-	-	-	45.10	45.10
Subtotal: Commercial Industrial		1.55	163.90	-	45.41	37.15	-	91.98	94.50	124.87	-	142.04	701.40
Housing Business Mix 1	HBX-1	-	-	-	-	-	-	18.50	13.18	30.00	-	-	61.68
Housing Business Mix 2	HBX-2	-	57.20	-	7.52	-	-	54.54	-	-	-	-	119.25
Housing Business Mix 4	HBX-4	-	16.75	-	-	-	-	-	-	-	-	-	16.75
Subtotal: Housing Business Mix		-	73.94	-	7.52	-	-	73.04	13.18	30.00	-	-	197.68
Civic Center Commercial Zone/Design Review	S-2/S-4	-	-	-	-	1.51	-	-	-	-	-	-	1.51
Community Thoroughfare Commercial	C-40	-	-	-	-	5.51	-	-	-	-	-	-	5.51
Community Shopping Commercial	C-45	-	-	-	-	14.88	-	-	-	-	-	-	14.88
Community Shopping Commercial/Design Review	C-45/S-4	-	-	-	-	21.03	-	-	-	-	-	-	21.03
Neighborhood Center 2	CN-2	-	-	-	-	-	-	5.24	-	-	-	-	5.24
Neighborhood Center 3	CN-3	-	-	-	-	-	-	31.42	0.54	2.20	-	-	34.16
Neighborhood Center 3/Preservation	CN-3/S-7	-	-	-	-	-	-	0.76	-	-	-	-	0.76
Neighborhood Center 4	CN-4	-	-	-	-	-	-	0.50	-	0.54	-	-	1.04
Community Center 1	CC-1	-	-	-	-	-	-	19.09	-	-	-	-	19.09
Community Center 2	CC-2	2.25	28.07	7.73	-	-	-	23.46	8.02	-	-	-	69.52
Regional Commercial-1	CR-1	-	-	-	-	-	-	-	-	38.83	-	36.19	75.02
Transit-Oriented Development Commercial Zone	S-15	-	-	-	-	-	-	17.99	-	-	-	-	17.99
Transit-Oriented Development Commercial Zone	S-15W	-	-	-	26.29	-	-	-	-	-	-	-	26.29
Central Estuary Commercial Zone 1	D-CE-1	-	-	-	-	-	7.91	-	-	-	-	-	7.91
Central Estuary Commercial Zone 2	D-CE-2	-	-	-	-	-	29.16	-	-	-	-	-	29.16
Central Estuary Commercial Zone 3/Health & Safety Protection	D-CE-3/S-19	-	-	-	-	-	57.41	-	-	-	-	-	57.41
Central Estuary Commercial Zone 4/Health & Safety Protection	D-CE-4/S-19	-	-	-	-	-	32.07	-	-	-	-	-	32.07
Lake Merritt Station Area District Mixed-4 Commercial	D-LM-4	-	-	-	-	4.79	-	-	-	-	-	-	4.79
Coliseum Area Transit-Oriented Development District-1 Commercial	D-CO-1	-	-	-	-	-	-	-	-	2.83	44.01	-	46.84
Coliseum Area District-2 Commercial	D-CO-2	-	-	-	-	-	-	-	-	-	155.52	-	155.52
Coliseum Area District-3 Commercial	D-CO-3	-	-	-	-	-	-	-	-	-	-	199.89	199.89
Subtotal: Commercial		-	2.25	28.07	34.02	47.73	126.55	98.46	8.56	44.39	199.53	236.08	825.63
Wood Street District-2	D-WS-2	-	-	-	0.94	-	-	-	-	-	-	-	0.94
Oak to Ninth District	D-OTN	-	-	-	-	6.47	-	-	-	-	-	-	6.47
Mixed Housing Type Residential-1	RM-1	-	-	-	-	-	-	8.93	11.69	1.24	-	-	21.86
Mixed Housing Type Residential-2	RM-2	-	10.28	8.47	2.55	-	-	9.01	4.37	14.47	-	-	49.15
Mixed Housing Type Residential-2/Residential Commercial	RM-2/C	-	-	0.68	-	-	-	-	-	-	-	-	0.68
Mixed Housing Type Residential-3	RM-3	-	4.25	-	-	-	-	-	-	-	-	-	4.25
Mixed Housing Type Residential-4	RM-4	-	0.12	2.59	-	-	-	3.70	-	1.03	-	-	7.44
Mixed Housing Type Residential-4/Residential Commercial	RM-4/C	-	0.93	0.17	-	-	-	-	-	1.92	-	-	3.03
Mixed Housing Type Resid'l-4/Resid'l Comm'l/Hist. Pres. Dist.	RM-4/C/S-20	-	-	0.57	-	-	-	-	-	-	-	-	0.57
Urban Residential-1	RU-1	-	-	0.80	-	-	-	-	-	-	-	-	0.80
Urban Residential-4	RU-4	-	-	-	-	-	-	1.80	-	-	-	-	1.80
Urban Residential-5	RU-5	-	-	14.37	-	-	-	5.78	4.46	-	-	-	24.62
Detached Unit Residential-1	RD-1	-	-	-	-	-	-	-	-	0.58	-	0.33	0.91
Detached Unit Residential-2	RD-2	-	-	-	-	-	-	-	3.19	-	-	-	3.19
High-Rise Apartment Residential	R-80	-	-	-	-	0.63	-	-	-	-	-	-	0.63
Subtotal: Residential		-	15.58	27.65	3.49	7.10	-	29.23	23.72	19.25	-	0.33	126.35
Open Space	OS	-	-	-	-	-	-	-	-	-	-	352.75	352.75
Open Space (Athletic Field Park)	OS (AF)	-	9.66	-	-	-	-	-	-	-	-	-	9.66
Open Space (Active Mini Park)	OS (AMP)	-	-	0.40	-	-	-	-	-	-	-	-	0.40
Open Space (Linear Park)	OS (LP)	-	-	-	-	5.20	-	-	-	-	-	-	5.20
Open Space (Neighborhood Park)	OS (NP)	-	1.61	-	3.65	-	14.50	1.99	-	-	-	-	21.76
Open Space (Passive Mini-Park)	OS (PMP)	-	-	-	-	-	-	0.34	-	-	-	-	0.34
Open Space (Region-Serving Park)	OS (RSP)	-	-	-	-	52.06	14.31	-	-	-	-	-	66.37
Subtotal: Parks/Open Space		-	11.28	0.40	3.65	57.26	28.81	2.33	-	-	-	352.75	456.48
GRAND TOTAL		291.77	266.95	56.12	148.47	173.16	377.01	314.86	406.49	536.58	199.53	906.72	3,677.67