

# CITY OF OAKLAND

2007 NOV 29 PM 7:50

## AGENDA REPORT

TO: Office of the City Administrator  
ATTN: Deborah A. Edgerly  
FROM: Community and Economic Development Agency  
DATE: December 11, 2007

**RE: Resolution Authorizing The Submittal Of An Application To Designate A Priority Development Area For Oakland As A Part Of The "Focusing Our Vision" Planning Initiative Undertaken By The Association of Bay Area Governments And The Metropolitan Transportation Commission**

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### SUMMARY

Staff is requesting City Council approval of a resolution authorizing application for Priority Development Area Designation for the Oakland Transit Corridor as a part of the FOCUS planning initiative being undertaken by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in coordination with the Bay Area Air Quality Management District (BAAQMD) and Bay Conservation and Development Commission (BCDC). The Oakland Transit Corridor roughly follows the BART lines within the City, which travel along or near Interstates 880 and 980. The Corridor also includes Highway 24. FOCUS, short for Focusing Our Vision, is a multi-agency, regional planning initiative that will build upon regionally adopted smart growth policies and related programs and is one of several projects funded by the State's Regional Blueprint Planning Program.

Applications for Priority Development Area Designation will be reviewed and evaluated, and areas that meet the designation criteria will be recommended for regional adoption as designated priority development areas. Although specific incentives are not yet available, regional agencies are committed to securing incentives and providing technical assistance to designated priority areas so that positive change can be achieved in communities working to advance smart growth goals.

### FISCAL IMPACT

Adopting the resolution will have no direct fiscal impact to the City. The fiscal impacts of individual projects that would be eligible for funding identified through the FOCUS program would be reviewed by Council through the Capital Improvement Program, the identification and acceptance of grant funding, and the authorization of construction contracts.

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CED Committee  
December 11, 2007

Having a Priority Development Area Designation for Oakland's Transit Corridor will ensure the City's ongoing eligibility and competitiveness for smart growth related grant funding, including MTC's Transportation for Livable Communities and Housing Incentives Program, Prop 84, Transportation Oriented Development Program funds under Prop 1C, Regional Bicycle and Pedestrian Program (MTC), Safe Routes to Transit (MTC), Transportation Development Act Article 3 (MTC), and Transportation Fund for Clean Air (BAAQMD).

## **BACKGROUND**

### **The Focusing Our Vision (FOCUS) Program**

FOCUS, short for Focusing our Vision, is a multi-agency, regional planning initiative spearheaded by ABAG and MTC in coordination with the BAAQMD and BCDC. FOCUS will build upon regionally adopted smart growth policies and related programs and is one of several projects funded by the State's Regional Blueprint Planning Program. Regional agencies, working with local governments and partners, will create a specific and shared concept of where growth can be accommodated and what areas need protection in the region.

FOCUS goals support a future development pattern that is compact and connected. Identifying priority development areas with local governments and partners can help focus the region's growth. Priority development areas seek to accommodate growth as mixed use, infill development near transit and jobs centers, with an emphasis on housing. The most recent Regional Housing Needs Allocation for the Bay Area assigns nearly 40 percent of total housing needs to the three urban centers – Oakland, San Francisco and San Jose. Oakland alone is expected to accommodate nearly 15,000 housing units between 2007 and 2014, almost double its allocation for the 1999-2006 period. This will not be possible without the large-scale transit village projects that Oakland is currently constructing and planning. Oakland's transit village projects are fully consistent with a broader regional development strategy being pursued by the regional planning bodies (ABAG, MTC, and the BAAQMD).

Local governments in the nine county San Francisco Bay Area are eligible to submit applications for regional adoption as designated priority development areas. Designation informs regional agencies which areas want and need assistance and expresses the region's priorities for growth, which can help connect with state efforts and programs. Being in a designated Priority Area will also give applications for State bond funds additional points. Although specific incentives are not yet available, regional agencies are committed to securing incentives and providing technical assistance to designated priority areas so that positive change can be achieved in communities working to advance smart growth goals.

### **Program Criteria**

*In return for receiving incentives, the expectation for designated Priority Development Areas is that local jurisdictions will commit to expedited development and support local policies that advance smart growth and local community aspirations in these areas. Once regional incentives for designated priority development areas are established, a separate incentives application will be made available.*

Applicants must demonstrate that an area proposed for designation as a Priority Development Area meets all of the following criteria:

- The area is within an existing community. The recommended area size is a minimum of 100 acres. Existing community means that the area is within an existing urbanized area, or lies within an urban growth boundary or limit line.
- The area is near existing or planned fixed transit (or served by comparable bus service). Near transit means that the area is typically within a half mile of rail stations and ferry terminals, high frequency bus or rapid bus corridors.
- The area is planned or is planning for more housing. Housing means the area has plans for a significant increase in housing units, including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

After all applications are received, local and regional staff will review the development vision for these areas and ensure that basic criteria are met.

### **Oakland's Priority Development Area Description**

Oakland is in a strategic position to implement smart growth principles for transit oriented community development when goals for economic development, promoting transit ridership, housing and open space are combined. Some of Oakland's unique characteristics that will support successful development of compact, healthy communities with a diversity of housing, jobs, activities, services, and transit include:

- Status as the fourth largest maritime port in the U.S.
- A successful and growing international airport
- The transportation hub and logistics center for the Bay Area, including service by two Class I freight railroads, Amtrak, and BART
- An expanding commercial real estate market and growing developer and investor interest.

Given that nearly 40% of the ABAG allocation for regional housing needs are assigned to San Francisco, Oakland and San Jose, there will be major demand for infrastructure improvements (e.g., water, sewer, storm drain delivery systems) to allow this level of

housing and development to occur successfully. Oakland supports the substantial increase in housing development, knowing that ABAG will be working with the three cities to allocate significant share funding to support infrastructure and transportation services.

Current development projects tied to key Oakland BART stations (Coliseum, West Oakland, MacArthur and Fruitvale) will create a mix of housing, commercial uses and open space designed to encourage compact infill and efficient use of land capacity within the existing communities. Additional planning work and development work is occurring in the vicinity of the Lake Merritt and downtown BART stations. It is envisioned that each transit oriented development will connect with others by way of a common transportation corridor constructed to support infrastructure requirements necessary to accommodate developments. The corridor includes several major transportation corridors such as San Pablo Avenue and International Boulevard. Infrastructure improvements would include utility services, access improvements and amenities for pedestrians, bicycles, and buses. Encouraging development within linear target areas, not just 1/4 or 1/2 mile circles around the transit stations, will allow Oakland to support larger numbers for housing and support services. Exhibit A of the proposed resolution is a map indicating the boundaries for the Priority Development Area Oakland would propose for designation using the FOCUS process.

## **SUSTAINABLE OPPORTUNITIES**

***Economic:*** The proposed project is intended to strengthen and support existing communities through creation of compact communities with a diverse selection of housing, jobs, activities, and services to meet the daily needs of residents. As a part of a regional blueprint, priority development areas will seek to increase housing choices and affordability and increase transportation efficiency and choices throughout the nine county bay area.

***Environmental:*** By designating specific areas for development, protection and stewardship for natural habitats, open spaces and agricultural land can improve. Concentrated development can also conserve resources, promote sustainability, and improve environmental quality.

***Social Equity:*** Providing access to a variety of goods and services in a mixed use environment with direct access to transportation can increase and improve access to public health resources and increase safety within a community.

## **DISABILITY AND SENIOR CITIZEN ACCESS**

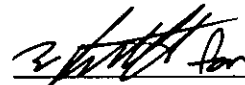
Infrastructure improvements resulting from large concentrated mixed use developments are mutually reinforcing with traffic calming efforts on residential streets and adjacent to transportation centers. Transportation projects that convert underutilized travel lanes into

Bicycle Lanes improve pedestrian safety by reducing the number of conflict points between motor vehicles and pedestrians at crosswalks. Such improvements reduce vehicle speeds and the number of conflict points, thereby providing an overall benefit for senior citizens and persons with disabilities, both as pedestrians and drivers.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff recommends that City Council approve a resolution authorizing the submittal of an application to designate a Priority Development Area for Oakland as a part of the FOCUS Planning Initiative being undertaken by the Association of Bay Area Governments and the Metropolitan Transportation Commission.

Respectfully submitted,



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Claudia Cappio

Development Director

Community & Economic Development  
Agency

Prepared by:

Kerry Jo Ricketts-Ferris, Project Manager  
Planning Division

APPROVED AND FORWARDED TO THE  
COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE:



\_\_\_\_\_  
Office of the City Administrator

Item: \_\_\_\_\_  
CED Committee  
December 11, 2007

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

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Approved as to Form and Legality

*Mark P. Wall*  
Oakland City Attorney's Office

## OAKLAND CITY COUNCIL

Resolution No. \_\_\_\_\_ C.M.S.

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**RESOLUTION AUTHORIZING THE SUBMITTAL OF AN APPLICATION TO DESIGNATE PRIORITY DEVELOPMENT AREAS FOR OAKLAND AS A PART OF THE FOCUSING OUR VISION (FOCUS) PLANNING INITIATIVE BEING UNDERTAKEN BY THE ASSOCIATION OF BAY AREA GOVERNMENTS AND THE METROPOLITAN TRANSPORTATION COMMISSION**

**WHEREAS**, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the "regional agencies") are undertaking a regional planning initiative called FOCUS; and

**WHEREAS**, FOCUS program goals support a future regional development pattern that is compact and connected; and

**WHEREAS**, the regional agencies seek local government partners to create a specific and shared concept of where growth can be accommodated (priority development area) and what areas need protection (priority conservation area) in the region; and

**WHEREAS**, a priority development area must meet all of the following criteria: (a) within an existing community, (b) near existing or planned fixed transit (or served by comparable bus service) and (c) is planned, or is planning, for more housing; and

**WHEREAS**, local governments in the nine county San Francisco Bay Area are eligible to apply for designation of an area within their community as a priority development area; and

**WHEREAS**, the regional agencies are committed to securing incentives and providing technical assistance to designated priority development areas so that positive change can be achieved in communities working to advance focused growth; now, therefore, be it

**RESOLVED:** That, the Oakland City Council, authorizes submitting an application to designate Oakland's Transit Corridor, which is depicted on Exhibit A

attached hereto and incorporated herein by reference, within the City of Oakland as a priority development area; and be it

**FURTHER RESOLVED:** That the City Council hereby appoints the City Administrator as agent of the City to conduct all negotiations and execute and submit all documents, including, but not limited to, applications, agreements, amendments, and so on which may be necessary to designate the Oakland Transit Corridor as a Priority Development Area under the Focusing Our Vision (FOCUS) program.

IN COUNCIL, OAKLAND, CALIFORNIA,

PASSED BY THE FOLLOWING VOTE:

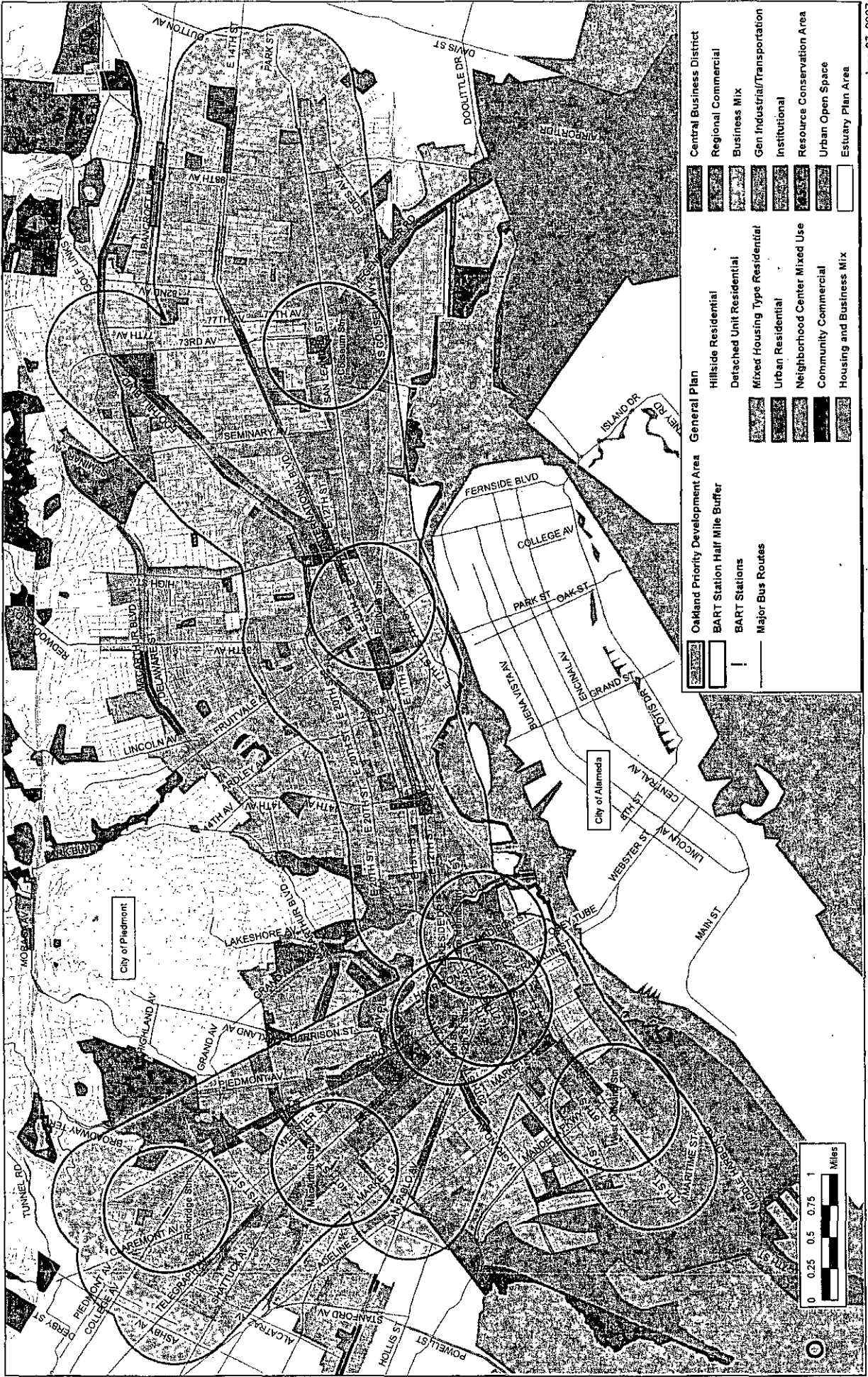
AYES -        BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN,  
                 REID, AND PRESIDENT DE LA FUENTE

NOES -  
ABSENT -  
ABSTENTION -

ATTEST:

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LATONDA SIMMONS  
City Clerk and Clerk of the Council of  
the City of Oakland, California



June 27, 2007

**EXHIBIT A**