

FILED
OFFICE OF THE CITY CLERK
OAKLAND


Deputy City Attorney

2016 APR 28 PM 6:17 **OAKLAND CITY COUNCIL**

RESOLUTION NO. 86224 C.M.S.

RESOLUTION ADOPTING THE OAKLAND PARKING ANALYSIS DATED FEBRUARY 29, 2016 AS THE PARKING IMPACT MITIGATION PLAN FOR THE ALAMEDA - CONTRA COSTA COUNTY (AC) TRANSIT DISTRICT'S EAST BAY BRT PROJECT PHASE II CONSTRUCTION PROGRAM, ADOPTING THE RECOMMENDATIONS CONTAINED THEREIN, AND AUTHORIZING THE CITY ADMINISTRATOR TO REALLOCATE UP TO \$300,000 IN FY 2015-16 MEASURE B FUNDS TO DEVELOP A SUPPLEMENTAL BRT CORRIDOR PARKING MANAGEMENT PLAN

WHEREAS, the Alameda-Contra Costa Transit District (AC Transit) desires to design, construct, and operate the East Bay Bus Rapid Transit (BRT) project, which includes, but is not limited to, dedicated travel lanes, passenger platforms, ticket vending and validation systems, safety and security systems, public address and passenger information systems, landscaping, traffic signals and street lighting, crosswalk treatments, pedestrian warning signals, sidewalk improvements, and signage; and

WHEREAS, on April 25, 2012, the AC Transit Board of Directors adopted Resolution No. 12-018 certifying the Final Environmental Impact Report/Statement (FEIR/FEIS) for the BRT Project, and selection of the Downtown Oakland – San Leandro Alternative (DOSL) as the Locally Preferred Alternative for the BRT Project; and

WHEREAS, on July 17, 2012, the Oakland City Council adopted as its own the CEQA-related findings of AC Transit for the East Bay Bus Rapid Transit (BRT) Project; adopted the Locally Preferred Alternative for the BRT Project; and required that the AC Transit append the City Conditions of Approval (COA) to the BRT Project (Resolution No. 84106); and

WHEREAS, Resolution No. 84570 authorized the City Administrator to enter into Master Cooperative Agreement (MCA) with AC Transit for Final Design and Construction of the BRT Project, and the MCA attaches COA Standards to the BRT Project; and

WHEREAS, the COA Standards require that AC Transit submit a draft Construction Impact Mitigation Plan and a corresponding draft Parking Impact Mitigation Plan for the Oakland City Council review on or before the completion of the 65% Design Phase, and return to Council with an update on or before completion of Final Design Phase of the BRT Project; and

WHEREAS, the BRT Project will be constructed in two phases: Phase I which is substantially complete included Advanced Utility Relocations, Fruitvale Bypass, and Off-Street Parking Lot Construction; and Phase II will commence in April 2016 and include approximately \$108 million of Infrastructure and Station Platform Construction (Bid Package 3); and

WHEREAS, on November 18, 2014, the City Council unanimously adopted Resolution No. 85283 approving the BRT Project Business Impact Mitigation Plan for Advanced Utility Relocations (Bid Package 1) and the Parking and BRT Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland (Bid Package 2).

WHEREAS, Oakland Public Works approved the 100% plans, specifications, and estimates (PSE) for Bid Package 3 as substantially compliant with local requirements conditional upon completion of special permit requirements. These staff approvals, along with City Council approval of the CIM-p and Parking Impact Mitigation Plan, are required by the Master Cooperative Agreement. These City approvals will allow AC Transit to proceed to obtain the necessary permits and commence major construction within Oakland; and

WHEREAS, the Oakland Parking Analysis (Final Parking Impact and Parking Improvement Plans for Downtown through Durant Avenue) prepared by Fehr & Peers constitutes the BRT Parking Impact Mitigation Plan for Oakland and applies a parking realignment methodology that is highly responsive to individual business and neighborhood needs and that reduces the overall post-construction on-street parking deficit on the BRT route to about 10% or 302 spaces; and

WHEREAS, the Oakland Parking Analysis recommends construction of phase one improvements under Bid Package 3 and a subset of these activities, improving approximately 324 on-street parking meter locations in high-use commercial districts, reclaiming 35 abandoned driveways, and developing a Supplemental BRT Parking Management Program, is neither required by the Final Environmental Impact Statement nor budgeted for under AC Transit's BRT; and

WHEREAS, the Oakland Parking Analysis identifies two business districts that will experience on-corridor parking loss in excess of 10% (East Lake, Havenscourt-Lockwood, and Hegenberger) and recommends an iterative process during and post BRT construction to continue to monitor, identify, and resolve these and other parking issues; and

WHEREAS, Resolution No. 84570 C.M.S. urged AC Transit to consult with and include stakeholder representatives with neighborhood expertise from the Unity Council, Allen Temple, and East Bay Asian Youth Center, and AC Transit subsequently formed a Community Outreach Working Group (COWG) to advise the interagency design team during the Final Design Phase, and the expanded group included the East Bay Asian Local Development Corporation, Downtown Oakland and Uptown Lake Merritt District Associations, OCCUR and Transform; and

WHEREAS, throughout the two-year Final Design Phase, AC Transit and City staffers in collaboration with COWG partners conducted extensive community engagement to inform stakeholders about potential BRT Project parking impacts and to gather feedback and refine the Oakland Parking Analysis and AC Transit BRT Project design; and

WHEREAS, community stakeholders urged AC Transit and the City to implement the Oakland Parking Analysis and to continue to monitor, identify, and resolve parking issues during and post BRT construction, especially in the East Lake and Hegenberger areas where parking loss is expected to drive peak occupancy rates above 85%; and

WHEREAS, in order to bridge a construction budget shortfall and allow AC Transit to proceed to execute the construction contract for \$108 million of Infrastructure and Station Platform Construction (Bid Package 3), City executives agreed contingent upon City Council approval that the City would identify funding and or in-kind services as needed to complete the subset of phase one parking

improvements that are neither required by the Final Environmental Impact Statement nor budgeted for under AC Transit's BRT Project; and

WHEREAS, a Supplemental BRT Corridor Parking Management Program will identify short term implementable parking management techniques appropriate to each neighborhood based on best practices research and include measures such as transit passes, parking permit requirements, management of usage via time restricted parking or commercial/passenger loading zones, or restriping nearby streets to increase capacity; and

WHEREAS, a Supplemental BRT Corridor Parking Management Program will define post-construction conditions, verify any outcomes of implemented short-term parking management techniques and identify the need for long-term solutions and monitoring strategies for remaining impacts; and

WHEREAS, a Supplemental BRT Corridor Parking Management Program will recommend long-term parking management solutions for remaining parking impacts along the corridor, such as the development of additional off-street parking resources; and

RESOLVED: that the Oakland City Council hereby adopts the attached Oakland Parking Analysis (Final Parking Impact and Parking Improvement Plans for Downtown through Durant Avenue) prepared by Fehr & Peers as the BRT - Parking Impact Mitigation Plan (PIM-p) and adopts the recommendations therein for phase one improvements to be completed under the BRT Infrastructure and Station Platform Construction Project (Bid Package 3); and be it

FURTHER RESOLVED: that the Oakland City Council hereby authorizes the City Administrator to reallocate up to \$300,000 in FY 2015-16 Measure B funds from Measure B Fund 2211; Street and Structure Org. 92242; On Call Emergency Road Project C369923 to Measure B Fund 2211; ADA Programs Organization 30214; BRT Capital Improvement Program Project P472230; ACT Transit BRT Program W985 to develop a supplemental BRT Corridor Parking Management Plan; and be it

FURTHER RESOLVED: that the Oakland City Council hereby directs the City Administrator to bring forward as part of the Fiscal Year 2016-17 mid-cycle budget a proposal to improve approximately 324 on-street parking meter locations in high-use commercial districts, and reconstruct approximately 35 abandoned driveways in coordination with AC Transit's BRT Infrastructure and Station Platform Construction Project (Bid Package 3).

— JUN 07 2016

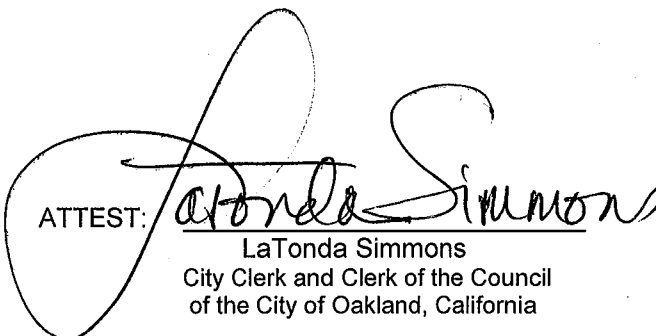
PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, and PRESIDENT GIBSON MCELHANEY 8

NOES - 0

ABSENT - 0

ABSTENTION - 0

ATTEST: 
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California