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AGENDA REPORT

TO: HENRY L. GARDNER
INTERIM CITY ADMINISTRATOR

FROM: Brooke A. Levin
Rachel Flynn

SUBJECT: East Bay Bus Rapid Transit Project
Updates, Approvals, and Appropriations

DATE: October 15, 2014

City Administrator
Approval

Date:

10/27/14

COUNCIL DISTRICT: 2, 3, 5, 6, 7 and At Large

RECOMMENDATIONS

The purpose of this report is to provide the City Council a 65% Design Phase update on the Major Roadway Design (Bid Package #3), to request Construction Phase I approvals, and to introduce the new Oakland Business Sustainability Program for the East Bay Bus Rapid Transit (BRT) Project. Staff recommends that the City Council receive these informational updates from AC Transit and City staffers and approve the following resolutions:

1. A Resolution Accepting and Appropriating up to \$1,450,000 in East Bay Bus Rapid Transit (BRT) Project funds from AC Transit for reimbursement of City of Oakland staff costs for the Final Design and Construction Phase activities and authorizing the City Administrator to approve the cost allocation plan; and
2. A Resolution Approving the East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Plan for Advanced Utility Relocations and the BRT Parking and Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland; and
3. A Resolution Accepting and Appropriating up to \$2,500,000 from AC Transit to the development and implementation of the City of Oakland Business Sustainability Program of the East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Fund; and
4. A Resolution Waiving the competitive Request For Proposals/Qualification (RFP/Q) selection requirement and Authorizing the City Administrator to enter into a Professional Services Agreement with the Oakland Business Development Corporation (OBDC) in an amount not to exceed \$500,000 to administer the Startup Phase of the Technical Assistance Element of the City of Oakland East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Fund; and

Item: _____
Public Works Committee
November 12, 2014

5. A Resolution allocating \$1,000,000 in Fiscal Year 2015 – 2016 and Fiscal Year 2016 – 2017 Community Development Block Grant Funds to the City of Oakland East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Fund.

EXECUTIVE SUMMARY

East Bay Bus Rapid Transit (BRT) Project Advance Construction Bid Packages #1 and #2 are at the 100% Design Phase. The designs for Major Roadway Construction Bid Package #3 are at 65% complete. For a summary of Bid Packages, please refer to page 3 of this report. All three packages are under review by city staff at this time. The BRT Project as defined in the Final Environmental Impact Statement (FEIS) for the Downtown Oakland to San Leandro (DOSL) route is on track to be completed within budget and to start revenue service in November 2017. The AC Transit / City of Oakland BRT team continues to develop and implement design, parking and business impact mitigation, and community engagement plans for Major Roadway Construction that are responsive to Oakland COA requirements. *See Attachment A: AC Transit BRT Project Update*

At this time, staff is coming to Council to provide a 65% Design Phase update on the Major Roadway Design (Bid Package #3) effort; to request approval of Bid Package #1 and #2 Parking and Business Impact Mitigation Plans; and to request approval to launch the Technical Assistance Element of the new Oakland Business Sustainability Program. All these mitigation activities must commence in winter 2014-15 in order for the BRT Project to remain on schedule for the start of revenue service in Winter 2017. Staff will return to Council in April 2015 for Major Roadway Design Parking and Business Impact Mitigation Plan approvals, and to request approvals for Oakland Business Sustainability Program technical assistance, business interruption, and capital improvement elements now under development. Table 1 below provides the Oakland City Council BRT Approval Schedule.

Table 1. City Council Approval Schedule

ACTION	Month	Year	Status
Adopt Final Environmental Impact Statement (Resolution C.M.S. 84016)	July	2012	✓
Master Cooperative Agreement (MCA) (Resolution C.M.S. 84570)	July	2013	✓
Operations and Maintenance Agreement (Resolution C.M.S. 84571)	July	2013	✓
Accept & Appropriate AC Transit funds to City Staff Costs	Nov.	2014	
Approve Parking and Business Impact Mitigation Plans for Advance Utility Relocations Bid Package #1 and Fruitvale Bypass / Parking Lot (Fruitvale & Elmhurst) Bid Package #2 Construction*	Nov.	2014	
Business Impact Mitigation Fund -Oakland Business Sustainability Program (BSP):			
• Accept & Appropriate AC Transit funds to the BSP	Nov.	2014	
• Authorize OBDC Contract for TA Project Startup	Nov.	2014	

ACTION	Month	Year	Status
• Allocate FY 2015-17 CDBG Funds to the BSP	Nov.	2014	
• Remaining BSP authorizations (see Table 2, C.1-5)	April	2015	
Approve Parking & Business Impact Mitigation Plans for Major Roadway Bid Package (BP) #3 Construction	April	2015	

*Work on the BRT project is divided into three major packages for bidding and construction purposes, and these packages are referenced throughout this report. In summary:

- Bid Package No. 1 consists of advance utility work such as sewer, storm drain and electrical relocations needed before work on the project itself can begin.
- Bid Package No. 2 consists of work associated with the "Fruitvale Bypass" and Off-Street Parking Lots in the Fruitvale and Elmhurst areas.
- Bid Package No. 3 is the Major Roadway Design, which consists of the construction of the BRT system itself, including curb-to-curb paving, station construction, lighting, sidewalk repairs and other work.
- Bid Package No. 1 and No. 2 constitute Phase I of the project. Bid Package No. 3 constitutes Phase II.

BACKGROUND/LEGISLATIVE HISTORY

In July 2012 following many years of planning, the Oakland City Council adopted the Downtown Oakland to San Leandro line as the Locally Preferred Alternative for the \$178 million East Bay Bus Rapid Transit (BRT) Project. In July 2013, the Oakland City Council approved Master Cooperative Agreement (MCA) Operations and Maintenance (O&M) Agreements for the BRT Project (Resolution C.M.S. 84570-71).

The BRT Project runs 9.5 miles from the northern transfer station at Broadway and 20th Street in Uptown Oakland to the San Leandro BART Station. In Oakland, project features along the 8.5 mile route include 18 curbside stations (9 pairs), 20 median stations and a new dedicated BRT transit way on International Boulevard from 14th Avenue to the San Leandro border.

The City Council adopted AC Transit's Federal Environmental Impact Study (FEIS) and placed local Conditions of Approval (CoA) on the BRT Project (Resolution C.M.S. 84016). These included additional parking and business impact mitigation requirements; local hire provisions; design requirements, such as curb to curb repaving and pedestrian lighting and safety; and a net zero increase in City costs for operating and maintaining BRT Project facilities.

The most recent Baseline Construction Cost Estimate attached to the MCA included \$22.7 million for implementing the CoA. This included \$3.4 million for Business and Parking Impact Mitigation activities and \$19.3 million for roadway, bicycle and pedestrian improvements.

President Obama's Fiscal Year 2015 budget proposal released in March 2014 authorized the remaining Federal Transportation Administration Small Starts allocation of approximately \$28 million for the BRT Project and AC Transits application is currently pending Congressional approval. With the addition of this major funding, the \$178 million East Bay BRT project will be fully funded.

On April 28, 2014, the AC Transit General Manager agreed in principle to allocate \$2.5 million in AC Transit funds to a new Business Sustainability Program that will be administered by the City. Under the deal brokered by former City Administrator Fred Blackwell, the City will provide a minimum \$2.0 million match; BRT Project funds must be used exclusively for Business Sustainability activities preapproved by the General Manager or his designee; and where BRT Project monies are used the City and its contractors must strictly adhere to Federal Transit Administration requirements attached to federal funding.

On April 30, 2014 the BRT Policy Steering Committee, which includes representatives of the AC Transit Board, Caltrans, San Leandro City Council, and Oakland City Council Members Gallo and Kaplan, discussed Parking and Business Impact Mitigation Plan activities.

On September 30, 2014, the BRT Policy Steering Committee passed a motion recommending that the AC Transit Board approve the Parking and Business Impact Mitigation Plan for Phase I construction (Advanced Utility Relocations; Fruitvale Bypass and Off-Street Parking Lot), and authorize the General Manager to allocate up to \$2.5 million in BRT Project funds to the development and implementation of the Oakland Business Sustainability Program.

ANALYSIS

BRT Project Updates

Phase I / Bid Package #1: Advanced Utility Relocations

The completion of BP #1 will result in a significantly improved sanitary sewer infrastructure system, including but not limited to 51 private sewer lateral upgrades within 20 city blocks in Oakland. These improvements will complement other city initiatives to enhance sewer

infrastructure. Old sewer lines and manholes will be upgraded to current standards and future capacity, property owners will gain the benefit of having their sewer lateral upgraded through the replacement to meet current code and in some cases will receive an up-sized lateral to accommodate future property development and expansion.

Private sewer lateral replacement or upgrade locations directly correspond with planned station construction and these activities are therefore considered direct mitigations to the correlating construction impacts at each location. The approximate value of private sewer lateral replacement in-kind is \$416,325 and \$201,350 in the City of Oakland and Caltrans Right-of-Way respectively. The approximate value of private sewer lateral replacement with up-sizing is

\$425,250 and \$209,520 in the City of Oakland and Caltrans Right-of-Way respectively. The value of the overall sewer lateral replacement mitigation is over \$1.25 million.

The Merchant Engagement Matrix included in BP#1 Business Impact Mitigation Plan (BIM) summarizes the frequency and number of engagements conducted with community stakeholders in the city blocks where utility relocations will be performed. These stakeholders are comprised of merchant associations, business improvement districts, community based organizations, elected officials, faith-based organizations, schools, tenant associations, individual businesses and enterprises and residents of the areas.

In many cases direct, one-to-one meetings were conducted, such as the Winter 2013 Merchant interviews and survey performed along the entire corridor that individually connected with 165 business owners. Another example is the forthcoming notice to property owners of the sewer lateral upgrade. In addition, multiple group community meetings were held during the past two years throughout the corridor, most of which were interactive and sought feedback and input from stakeholders. These types of meetings presented a range of topics from a general project overview to design review on station architecture, functional needs access, integrated art enhancement, parking mitigation and business impact identification and resolution. *See Attachment B: Advanced Utility Relocations Business Impact Mitigation Plan*

No permanent parking or adverse infrastructure impacts are associated with Bid Package #1.

Phase I / Bid Package #2: Fruitvale Bypass and Off-Street Parking Lot Construction

The permanent improvements resulting from the completion of BP #2 will be off-street parking lots to mitigate the displacement of parking spaces in the Fruitvale and Elmhurst sectors of the corridor and modernization of the Fruitvale Bypass route that results in a net increase of on-street parking in that area. There are some notable benefits that will be derived from this project, namely the alleviation of congestion and rerouting of traffic at the 12th St-Fruitvale Ave. intersection to the Fruitvale-10th St. intersection, fiber optic cable upgrade to traffic signals, the addition of new sidewalks, curbs and gutters along 10th St., and newly paved and striped streets.

The Merchant Engagement Matrix included in BP #2 - BIM (Attachment #2) summarizes the frequency and number of engagements conducted with community stakeholders in the areas where bid package #2 construction will be performed. These stakeholders are comprised of merchant associations, business improvement districts, community based organizations, elected officials, faith-based organizations, schools, tenant associations, individual businesses and enterprises and residents of the areas.

In many cases direct, one-to-one meetings were conducted. These included the Summer 2014 Bypass Project Coordination meetings in which separate individual meetings were conducted with Union Pacific Railroad, Epic Charter School, Norton Factory Studios, Blank & Cable and Guadalajara Restaurant. In addition, group community meetings were held at various times during the past two years in these two sectors the corridor (Fruitvale and Elmhurst), most of which were interactive and sought feedback and input from stakeholders. These types of meetings presented a range of topics from a general project overview to design review on station

architecture, functional needs access, integrated art enhancement, parking mitigation and business impact identification and resolution.

One such community meeting, the Fruitvale Bypass Neighborhood Meeting of August 14, 2014, engaged residents, merchants and other agencies who were given the opportunity to review the Fruitvale Bypass Parking Impact and Parking Improvement Plans for Bid Package #2 (see Exhibit A and Exhibit B in the Attachment 2). The Parking Improvement Plan provides 1:1 replacement of displaced on-street parking with new on-street parking spaces. All loading zones are sized and located commensurate with existing business operations. To be determined is the parking configuration for Guadalajara Restaurant pending acquisition of a portion of that parcel by the BRT Project; talks are underway. In addition, the plan identifies a parcel under consideration by the City of Oakland for off-street parking. ***See Attachment C: Fruitvale Bypass and Off-Street Parking Lots Parking and Business Impact Mitigation Plans***

Phase II / Bid Package #3: Major Roadway Construction

On April 30, 2014, the BRT Policy Steering Committee (PSC) received an informational report on the Major Roadway Construction Parking and Business Impact Mitigation Plans. Pursuant to guidance received from the Committee and other key stakeholders, the AC Transit / City of Oakland BRT team has focused its efforts over the past six months in three key areas:

1. Preparing the BRT Project Parking Impact Report: Parking Improvement Plans for Bid Package 2; and gathering merchant feedback for the development of Parking Improvement Plans for the Major Roadway Bid Package #3. Construction on Bid Package #3 will commence in fall 2015.
2. Developing the Oakland Business Sustainability Program: The Downtown Oakland to San Leandro (DOSL) BRT Project Final Environmental Impact Study (FEIS) adopted by the AC Transit Board and agency partners in 2012 requires a series of construction impact mitigation activities. One of the City of Oakland's Conditions of Approval (COA) when approving the DOSL as the locally preferred alternative was creation of a mitigation fund to address parking and business (merchant) impacts during construction and operations of the BRT Project not necessarily contained in the FEIS. In April 2014, the AC Transit General Manager David Armijo and then Oakland City Administrator Fred Blackwell announced an agreement in principle to add a Business Sustainability Program to this BRT Business Impact Mitigation Fund.
3. Conducting Intensive Merchant Engagement Processes: Input from the Community Outreach Working Group (COWG), discussions with council members from Oakland and San Leandro and the major roadway package design reaching the 65% milestone led to the development of a Pilot Merchant Engagement Process focusing on formulating mitigations that could be incorporated into the project design. The BRT team agreed to work directly with all corridor merchants in each neighborhood along the corridor; first through larger district merchant group meetings and then in individual meetings upon request. The COWG members agreed to assist the BRT team with outreach and

engagement for merchant group and individual meetings. The Eastlake/San Antonio district was selected to pilot this approach to merchant engagement.

Major Roadway Construction plans, specifications, and estimates are 65% complete and intensive final design and merchant and neighborhood engagement activities are underway (see Public Outreach/Interest below). These activities will continue through the final design phase and inform development of parking and business impact mitigation plans (P/BIM-p) for Bid Package #3, similar to those produced for Bid Packages #1 & 2.

Parking Impact Mitigation:

A Parking Impact Report and Layout Plans for the BRT Project are complete and, along with station area renderings, served as the basis for 65% Design Phase Merchant Meetings. ***See Attachment D – BRT Parking Impact Report***

Once Bid Package #3 Parking Impact Improvement Plans are drafted, neighborhood parking discussions will provide opportunities for residents, merchants and other agencies to view drawings and see exactly how and where displaced parking spaces in their district would be replaced through creation of parking on side streets, in new parking lots or through reconfiguration of existing uncontrolled parking spaces.

The BRT team meetings with the community members and merchants revealed concerns about potential displacement of parking spaces along the BRT corridor, potential increase demand on remaining parking spaces and scarcity of existing parking supply to meet the future needs of the business and residents along the BRT corridor. This prompted the City of Oakland to initiate a comprehensive Parking Operations Study to better understand the parking needs all along the corridor and develop measures to improve parking configurations for the future.

The City of Oakland's Parking Operations Study has become part of the BRT merchant engagement process to gather input from the merchants regarding their needs and the parking conditions along Oakland's BRT corridor. The Parking Operations Study will include strategies and measures to improve parking along the corridor before and after the start of revenue service. This may include developing additional off-street parking lots in specific districts, improving alleyways, coordinating parking plans with BART, and creating merchant or residential permit parking areas. The City of Oakland is also exploring the creation of Parking Benefit Districts along the corridor similar to one that exists in Montclair.

Staff will return to the BRT Policy Steering Committee, AC Transit Board, and City of Oakland City Council in Spring 2015 with the draft P/BIM-p for Bid Package #3, as well as the Parking Operations Study. AC Transit and City staffers will issue interim status reports and memorandum to Community Outreach Work Group and Oakland officials.

Recommendations for City Council Consideration
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- 1. A Resolution Accepting and Appropriating up to \$1,450,000 in East Bay Bus Rapid Transit (BRT) Project funds from AC Transit for reimbursement of City of Oakland**

Item: _____
Public Works Committee
November 12, 2014

staff costs for the Final Design and Construction Phase activities and authorizing the City Administrator to approve the cost allocation plan.

In July 2013, the Oakland City Council approved Master Cooperative Agreement (MCA) for Final Design and Construction of the BRT Project that included \$1.45 million in AC Transit funds for direct reimbursement of city staff costs incurred during these project phases.

- Council authority is required to accept and appropriate up to \$1.45 million in BRT Project funds from AC Transit for reimbursement of City staff costs.

2. A Resolution Approving the East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Plan for Advanced Utility Relocations and the BRT Parking and Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland.

In July 2013, Council directed staff to return with Parking and Business Impact Mitigation Plans P/BIM-p. The BRT Project will be constructed in two Phases: Phase I. Advanced Utility Relocations, Fruitvale Bypass, and Off-Street Parking Lot Construction will commence in December 2014, and Phase II. Major Roadway (roadway realignment, station construction, traffic signals and fiber optic communications, etc.) will commence in August 2015. Phase I plans, specifications and estimates (PSE) are complete. Commensurate Parking and Business Impact Mitigation Plans are attached. Phase 2 PSE are at 65% Design and extensive community engagement is underway.

- Council approval of the Advanced Utility Relocations BIM-p and the Fruitvale Bypass and Off-Street Parking Lot P/BIM-p is required for AC Transit to obtain City permits and complete Phase I construction on schedule.

3. Oakland Business Sustainability Program Approvals: The following immediate Council actions are required to launch the Business Sustainability Program.

- **A Resolution Accepting and Appropriating up to \$2,500,000 from AC Transit to the development and implementation of the City of Oakland Business Sustainability Program of the East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Fund.**
- **A Resolution Waiving the competitive Request For Proposals/Qualification (RFP/Q) selection requirement and Authorizing the City Administrator to enter into a Professional Services Agreement with the Oakland Business Development Corporation (OBDC) in an amount not to exceed \$500,000 to administer the Startup Phase of the Technical Assistance Element of the City of Oakland East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Fund. (See Justification for waiving the Competitive Selection Requirement on Page 11 of this report.)**
- **A Resolution allocating \$1,000,000 in Fiscal Year 2015 – 2016 and Fiscal Year 2016 – 2017 Community Development Block Grant Funds to the City of Oakland East Bay Bus Rapid Transit (BRT) Project Business Impact Mitigation Fund.**

4. Council approval of the three Business Sustainability resolutions will trigger immediate staff action to initiate dedicated business technical assistance services and financing support for existing businesses along the BRT's 8.5 mile route in Oakland to prepare, survive and adapt to BRT construction and operations. These actions will support the overall revitalization and economic development of one of Oakland's key commercial corridors by modernizing the bus transit network for residents and businesses, improving the streetscape, and focusing resources on business retention and attraction services. *See Attachment E: Oakland Business Sustainability Program Summary*

Business Impact Mitigation Fund Update
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The Oakland Conditions of Approval for the BRT Project call for creation of a BRT Business Impact Mitigation Fund (BIM-F)¹. The BIM-F is being developed in a collaborative effort

between AC Transit (ACT), City Partners, and Community Stakeholders and we are pleased to report that it has grown to into a robust \$19.51 million program, of which \$18.96 million will be spent in Oakland. The following table lists current planned BIM-F programs.

Table 2: Oakland BRT Business Impact Mitigation Fund

Program Element	Budget	Funder	Source	Approved
A. Construction Impact Mitigations				
1. Fruitvale Bypass & Parking Lots Construction	5,000,000	ACT	BRT Project	✓
2. On-Street Parking Modifications	750,000	ACT	BRT Project	✓
3. Advanced Utility Relocations	3,066,000	ACT	BRT Project	✓
Subtotal	\$8,816,000			
B.2 Business Support Activities – Oakland	2,165,000	ACT	BRT Project	✓
C. Oakland Business Sustainability Program				
1. Business Technical Assistance Project	2,500,000	ACT	BRT Project or Other	
2. Business Interruption Fund	1,000,000	City	CDBG	
3. Access to Existing City Grant / Loan Programs	1,000,000	City	Misc.	✓
4. BRT Capital Improvement Mitigation Project	1,000,000	City	GPF	✓

¹ Oakland Conditions of Approval for the EBBRT Project, #I.B: In order to assure that business impacts are addressed, details shall be agreed to between the City of Oakland and AC Transit to create an impact mitigation fund, and establish disbursement procedures for that fund, which may be used for such needed mitigations as they are identified during the upcoming phases of the project. Authorization of the Mitigation Fund shall be by the Oakland City Administrator (or designee) and AC Transit General Manager (or designee).

Program Element	Budget	Funder	Source	Approved
5. Int'l Blvd Pedestrian Access & Safety Project	2,480,000	CTC	ATP	✓
Subtotal	\$7,980,000			
Total	\$18,961,000			

The baseline BRT Project covers Construction Impact Mitigations contained in the Final Environmental Impact Statement, as well as Business Support Activities that AC Transit has initiated and that will continue through the construction completion. These include leasing and operating the BRT Community Outreach Center, hiring a Community Construction Relations Manager, and providing a variety of industry standard supports to businesses during construction (open for business signage, power washing, etc.) See Table 1, Items A and B.

In April 2014, after the City of Oakland and AC Transit brokered a fiber sharing agreement that saved the BRT Project an estimated \$4.5 million, the AC Transit General Manager agreed in principle to add \$2.5 million to the BIM-F to establish an Oakland Business Sustainability Program (BSP). The proposed agreement provides a \$500,000 funding advance to the City and up to \$2 million in additional funding to support Business Sustainability Program technical assistance activities. (See Table 1, Line Item C.1)

The agreement is based on the City matching \$2 million for other BSP activities. Housing and Community Development staffers have proposed that \$1 million in future CDBG funding be allocated to the BSP, and those funds are currently earmarked to support a business interruption program. The additional \$1 million in matching funds comes from the one-time General Purpose Fund (1010) allocation approved by Council on July 1, 2014, and those funds are currently earmarked to support capital improvement mitigations. Over and above the match, staff proposes to direct \$1 million in existing City grant / loan programs to the International Boulevard corridor. (See Table 1, Line Items C.2-4)

To round out the capital activities of the BSP, in August 2014 the City's Public Works and Economic and Workforce Development Departments obtained support from AC Transit and Transform (a transit advocacy group and Community Outreach Working Group partner) and won a California Transportation Commission (CTC) \$2.48 million grant for International Boulevard Pedestrian Lighting and Sidewalk Repairs to complement the AC Transit BRT project roadway improvements. Staff will return to Council in April 2015 to request specific authority to program the CTC grant and City Capital Improvement Mitigation allocations (see Table 1, Line Items C.5)

Creating a robust Business Impact Mitigation Fund (BIM-F) and implementing a Business Sustainability Program that fosters business retention and strong existing business support is intended to ensure that businesses can survive the BRT construction and thrive on a revitalized corridor. The City of Oakland will take the lead role in the development and implementation of the Business Sustainability Program for the BRT corridor. Coupled with the AC Transit baseline

Parking and Construction Impact Mitigation budgets, this \$19.5 million program emulates best practices of other major transit improvement projects.

Justification for waiving the Competitive Selection Requirement:

The Oakland Business Development Corporation (OBDC) is the proposed Technical Assistance Project Provider. Staff proposes to contract immediately with OBDC in the amount of \$500,000 to provide programming and startup services. During the startup phase, OBDC will coordinate with AC Transit, City of Oakland and the Community Outreach Working Group to develop the best assessment tool to engage businesses on their information, business needs and interests, customer and employee impacts and to establish the TA Project framework.

The City currently contracts with OBDC (Resolution 84344 C.M.S) to administer the City of Oakland's Commercial Loan Programs. OBDC has operated in Oakland since 1979 and is a qualified SBA Community Advantage program lender, certified Community Development Financial Institution (CDFI) lender, recognized micro-lender and SBA Technical Assistance provider.

OMC Title 2, Chapter 2, Article I, Section 2.04.051.A requires staff to conduct a competitive Request for Proposal/Qualification (RFP/Q) selection process for the procurement of professional services. However, OMC Title 2, Chapter 2, Article I, Section 2.04.051.B permits the Council to waive the competitive RFP/Q competitive selection requirement upon a finding and determination that it is in the best interests of the City to do so.

Staff recommends that it is in the City's best interests to waive the competitive RFP/Q selection requirement for the professional services authorized hereunder because Oakland Business Development Corporation (OBDC) is uniquely qualified because of its specialized capabilities and expertise to offer a full service technical assistance program to businesses operating along the BRT corridor. Given OBDC's 35 years of operation, certifications from the US Department of Small Business Administration (SBA), US Department of Treasury, and US Department of Housing & Urban Development (HUD) and OBDC's existing successful administrative, reporting and financial management framework, OBDC has the ability to immediately implement technical assistance services to businesses along the BRT corridor.

OBDC's expertise and knowledge and existing organizational framework can immediately assist the City to support local existing businesses to increase business productivity and offset a potential decline in business revenue and profitability during the BRT project. Technical assistance services have been a core component of OBDC's program since the beginning. As such, OBDC has been able to build and implement an administrative structure that can manage several distinct private and City of Oakland funding sources, meet strict reporting requirements and deliver a range of business development services. OBDC's technical assistance involves conducting a detailed assessment to uncover business risks and opportunities, developing business and action plans, providing access to the right resources, and educating and working closely with business owners to achieve economic success.

It is important to note that OBDC often provides technical assistance in situations where there are urgent operating and financial issues. Over the last 10 years, OBDC has closed 500 loans that totaled more than \$29,000,000. OBDC was recently recognized as one of the top eight CDFI organizations in the country. Additionally, given that related BRT construction activities will begin in winter 2014, OBDC is uniquely prepared to implement technical assistance services given their management, administrative and financial management systems already in place that can meet all requirements of AC Transit, the City of Oakland and the Federal Transit Administration.

PUBLIC OUTREACH/INTEREST

Staff consulted with various organizations and individuals while developing the Oakland Business Sustainability Program including: the BRT Community Outreach Advisory Group, which is comprised of East Bay Asian Local Development Corporation (EBALDC), Unity Council, Downtown Oakland/Lake Merritt Community Benefit Districts, East Bay Asian Youth Center, Oakland Citizens Committee for Urban Renewal (OCCUR), Allen Temple Baptist

Church, Transform, and a representative from the City of San Leandro. Staff has also consulted with various Oakland Business Services Providers and the Oakland Sustainable Neighborhoods Initiative (OSNI) for International Boulevard. Additionally staff coordinated with HUD San Francisco Regional Office; AC Transit officials; and has participated in City Council District Walking Tours and numerous community meetings and merchant site visits along with AC Transit staff.

Over the past six months, the BRT team has been working with the Community Outreach Working Group (COWG) to strengthen connections between the programmatic and technical elements related to development of the business and parking impact plans. The input from the COWG and discussions with city officials led to the development of a Pilot Merchant Engagement Process focused on formulating mitigations that could be incorporated into the project design.

The BRT team agreed to work directly with impacted merchants in each neighborhood along the corridor; first through larger district merchant group meetings and then in individual meetings upon request. The COWG members agreed to assist staff with the merchant outreach and engagement for these group and individual merchant meetings.

The Eastlake/San Antonio district was selected to pilot this approach to merchant engagement. The BRT team planned to complete its meetings with district merchants, assessing outreach strategies, meeting format, project materials and quality of the interchange. As planned, the first merchant group meeting was held with Eastlake/San Antonio merchants on June 5, 2014. Outreach was conducted in concert with East Bay Asian Youth Center (EBAYC) and consisted of a combination of door-to-door distribution of invitations produced in English, Mandarin, Spanish and Vietnamese and phone calls encouraging attendance.

This meeting drew thirteen (13) merchants from a 23-block stretch of the corridor. At the beginning of the meeting AC Transit staff presented a brief overview of the BRT project. Then

merchants were divided into smaller groups according to business location. In each group, BRT team cited the location for BRT stations, parking displacement as well as the proposed schedule and nature of construction activity that would be taking place on those specific blocks. Additionally, the mitigations for responding to the impacts previously identified by merchants as having the highest priorities -- parking impacts, driveway blockages, loading zone issues -- were presented. Merchants had the opportunity to offer their input on these proposed mitigations and offer additional mitigation ideas. Each merchant had the opportunity to request a follow-up one-on-one meeting with BRT team members to further discuss mitigations to address their individual concerns.

In the Eastlake/San Antonio District twenty-two (22) merchants requested individual meetings with BRT team either at the June 5th merchant group meeting or through referrals from EBAYC. As of the date this report was written, the BRT team has held meetings with eleven (11) merchants. Some have resulted in clarifications of BRT features with little or no impacts to the businesses, others are leading to modest design changes or mitigation measures to address such issues as a loading zone location, and a few have resulted in merchant requests to reposition BRT stations or for other major design changes. Many of the merchant concerns raised during these meetings have been connected to wider city issues including crime, safety or street maintenance. All meeting exchanges and outcomes have been memorialized in Memorandums of Record.

Since the initial Eastlake/San Antonio District merchant meeting, the BRT team has completed merchant group meetings in the Fruitvale (July 10th), Downtown/Uptown (September 16th), Elmhurst (September 18th) and Havenscourt / Lockwood Districts of Oakland (September 19th). The same meeting format was followed as for the Eastlake/San Antonio meeting, beginning with a general project overview and then breaking into smaller location based groups. Corridor maps, renderings of the curbside and median BRT stations and general project informational handouts were displayed and distributed. The District based merchant group meeting series concluded with a merchant meeting in Chinatown on October 30, 2014.

Evaluation of the pilot meeting in June revealed that the District group meetings have been extremely valuable in several significant areas:

- Facilitating meaningful and useful communication with corridor merchants.
- Imparting factual information about the BRT Project design through the use of three dimensional station renderings and easy-to-read layout plans of the entire BRT route.
- Continuing to enhance the AC Transit BRT team's knowledge of business conditions along the BRT corridor and of unique programmatic and technical issues.
- Obtaining feedback from merchants about the efficacy of proposed design mitigations as well as obtaining their ideas about other potential mitigations.
- Enhancing AC Transit BRT presence and connection to the BRT merchant community and laying the groundwork for future 1:1 engagement under the Oakland Business Sustainability Program and San Leandro Business Technical Assistance Project.

COORDINATION

The Business Sustainability Program is a joint effort between:

- AC Transit
- Oakland Public Works Department
- Economic & Workforce Development Department
- Housing & Community Development Department
- Contracts & Compliance

The Office of the City Attorney and Controller's Bureau were consulted in the preparation of this report. The Office of the City Administrator has also been involved in funding discussions with AC Transit and meetings with community representatives.

COST SUMMARY/IMPLICATIONS

Approval of these resolutions will authorize the City Administrator to:

1. Accept and appropriate up \$1.45 million from AC Transit for reimbursement of City staff costs for the Final Design and Construction Phase activities.
2. Accept and appropriate \$2.50 million from AC Transit to the Oakland Business Sustainability Program.
3. Accept and appropriate \$1.00 million in FY 2015-2017 CDBG funds to establish the Oakland Business Sustainability Program, Business Interruption line item.

SUSTAINABLE OPPORTUNITIES

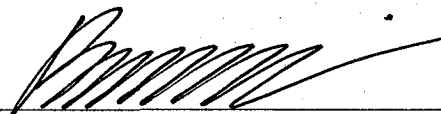
Economic: Small businesses are important to Oakland's economy. The provision of information, referral and assistance to startup, new or existing businesses helps to facilitate business development, job creation and retention and expand entrepreneurship and workforce creation opportunities.

Environmental: A key objective of Oakland's economic development programs and services is to support sustainable local development. By increasing the capacity of startup, new and existing businesses, Oakland residents will have better access to local services, thus reducing the need for seeking services outside of Oakland.

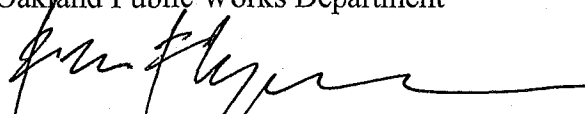
Social Equity: Business development services help support entrepreneurship, retention of businesses, creation of new businesses and local business expansion opportunities.

For questions regarding this report, please contact Christine Calabrese, Acting BRT Project Manager at 510-238-4754 or Aliza Gallo, Economic Development Manager at 510-238-7405.

Respectfully submitted,



Brooke A. Levin, Director
Oakland Public Works Department



Rachel Flynn, Acting Director
Economic and Workforce Development
Department

Prepared by:

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Reviewed by:

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Housing and Community Development Department

Michael Neary, Assistant Director
Bureau of Engineering and Construction
Oakland Public Works Department

Attachments:

Attachment A: AC Transit BRT Project Update

Attachment B: Advanced Utility Relocations Business Impact Mitigation Plan

Attachment C: Fruitvale Bypass and Off-Street Parking Lots Parking and Business Impact Mitigation Plans

Attachment D: BRT Parking Impact Report

Attachment E: Oakland Business Sustainability Program Summary

Item: _____
Public Works Committee
November 12, 2014

East Bay Bus Rapid Transit Project

Project Update - 65% Design Phase

David Wilkins - BRT Program Director

Public Works Committee

Oakland City Council

November 12, 2014

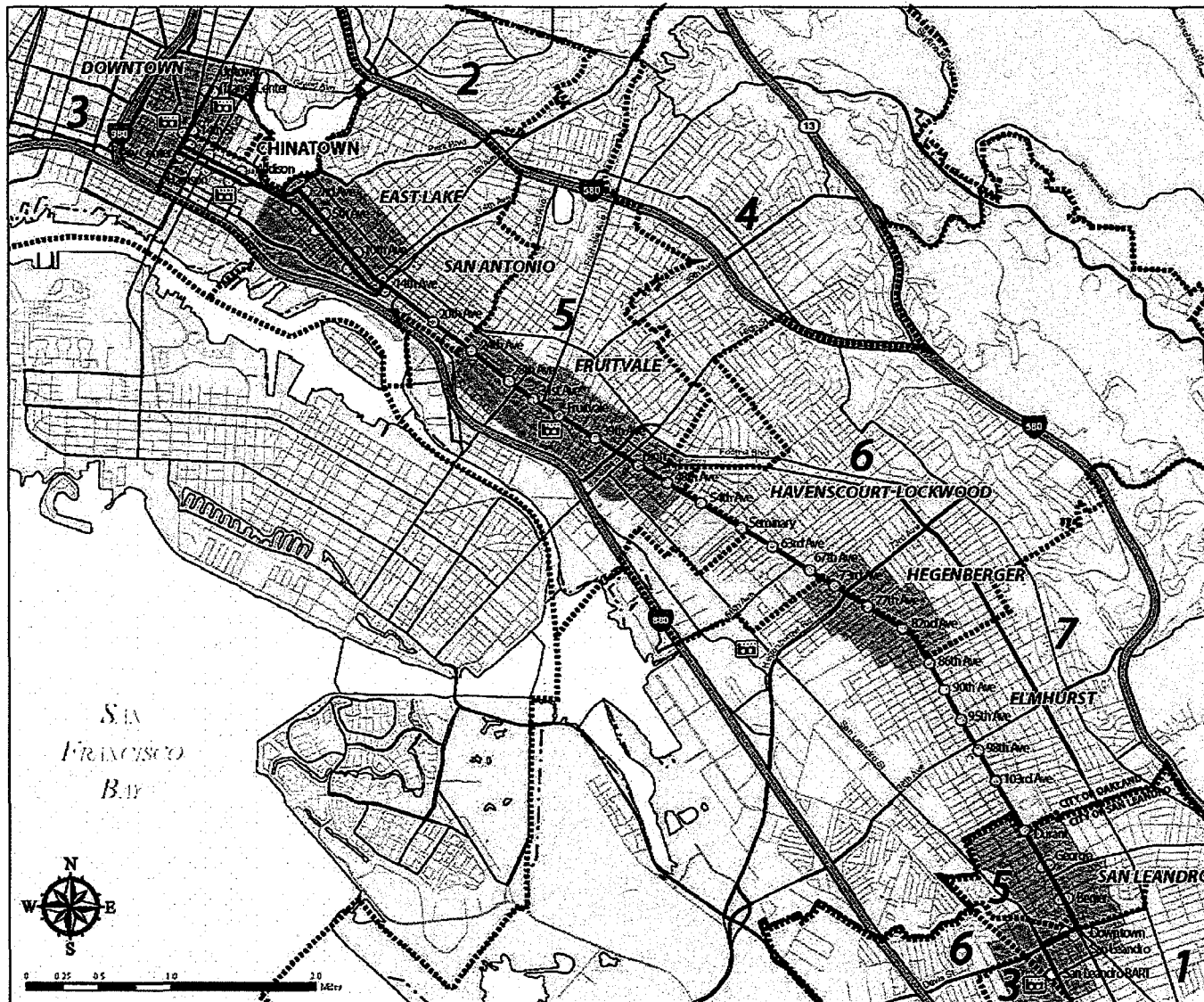
ATTACHMENT A



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*

Project Map



AC Transit EB - BRT - Project Wide Map

- Median Station (21)
- Curbside Station (12 pairs)
- San Leandro BART Station
- Neighborhood Districts
- Oakland/San Leandro Boundary
- City Council District Boundary
- City Council District Number
- Route on City Street
- State Route 185
(Caltrans right-of-way)



East Bay Bus Rapid Transit

Downtown Oakland to San Leandro
International Blvd to East 14th St

BRT Project Highlights

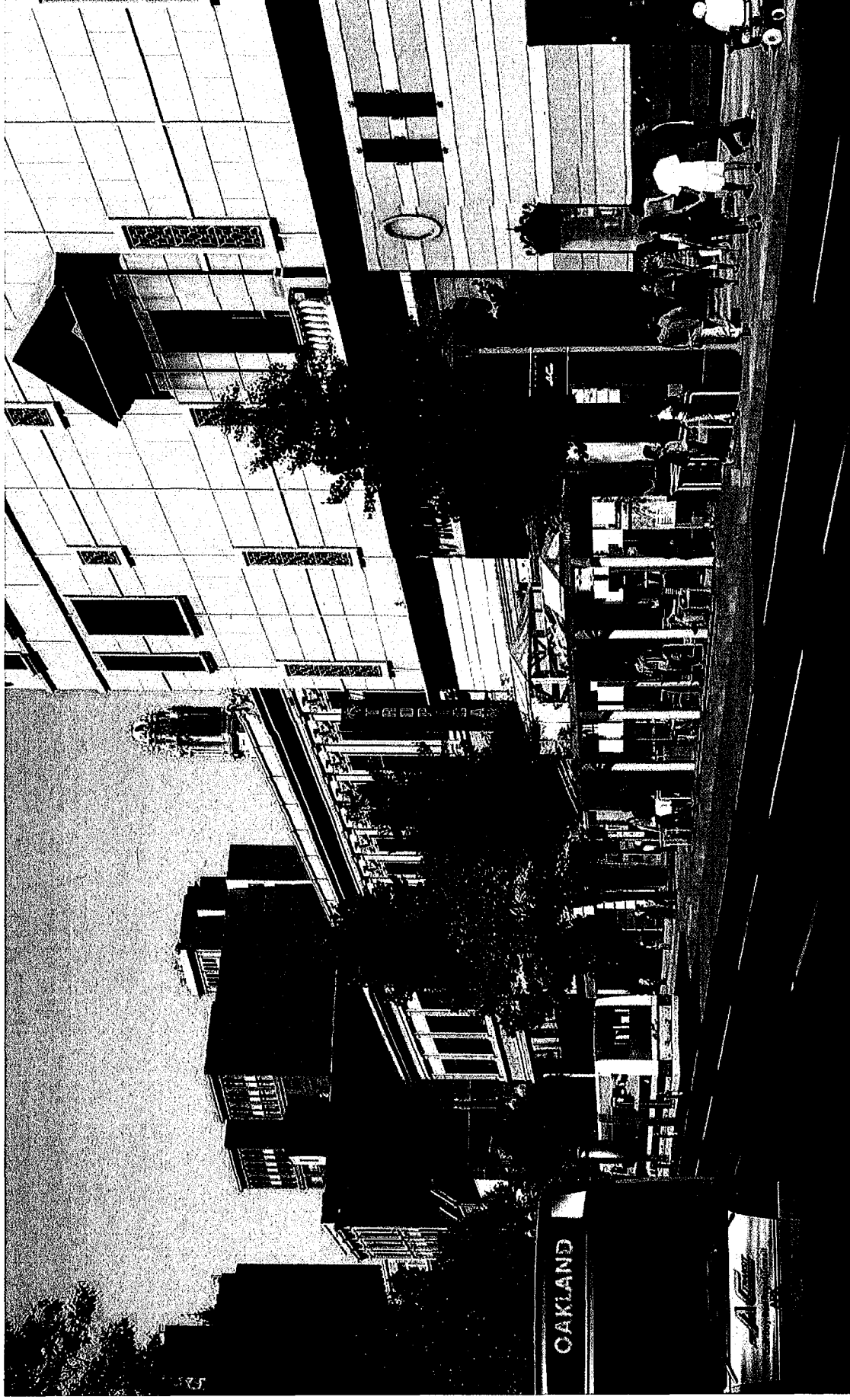
- **\$178 million investment in San Leandro and Oakland**
- **9.5 miles route from San Leandro to Oakland**
- **Forefront of transit innovation and sustainable development**
- **Catalyst for economic and transit oriented development**
- **Career opportunities with AC Transit**
- **Job opportunities during construction phase**
- **Start of service - November 2017**

ATTACHMENT A



***Downtown Oakland to San Leandro
International Blvd to East 14th St***

Uptown Station (Broadway & 20th)



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*

Roadmap to Construction – Bid Package 1

Utility Relocation Project

- Relocate wet utilities (sanitary sewer, potable water, irrigation), and dry utilities (gas, electrical) at 23 station platform locations along the corridor.
- ✓ Advertise: September 25, 2014
- ✓ PSC consideration of BIMP & PLA/CCP: September 30, 2014
- ✓ Pre-Bid Conference: October 3, 2014
- ✓ Board Approval of BIMP: October 22, 2014
- ✓ Bid Opening: October 27, 2014
- ✓ Board Approval of Contract Award: Nov 12, 2014
- ✓ City Council Approval of BIMP: Nov 18, 2014
- ✓ Notice To Proceed : Nov 26, 2014
- ✓ Construction Completion: July 2015

Roadmap to Construction – Bid Package 2

Traffic and Parking Mitigation Projects

- **Fruitvale Bypass Project - Make traffic improvements along Derby Ave. from E 12th St., through E10th St. to the Fruitvale Ave.– San Leandro St. Intersection**
- **Fruitvale and Elmhurst Parking Lots - Construct two parking lots to provide a total of 37 new public parking spaces**
 - ✓ **Advertise: September 26, 2014**
 - ✓ **PSC consideration of BIMP & PLA/CCP: September 30, 2014**
 - ✓ **Pre-Bid Conference: October 6, 2014**
 - ✓ **Board Approval of BIMP: October 22, 2014**
 - ✓ **Bid Opening: October 28, 2014**
 - ✓ **Board Approval of Contract Award: Nov 12, 2014**
 - ✓ **City Council Approval of BIMP: Nov 18, 2014**
 - ✓ **Notice To Proceed : Nov 26, 2014**
 - ✓ **Construction Completion: July 2015**

Roadmap to Construction - Bid Package 3

Major Infrastructure Project

- **Construct station platforms and canopies, integrate art enhancement features, install landscaping & irrigation, construct communications systems and fiber optic cable network, 9.5 miles of new pavement, pedestrian safety features, traffic signals with transit signal priority and street lighting.**
 - ✓ **100% Design – 1st Draft Submission: October 17, 2014**
 - ✓ **Agency Review Period: mid-Oct - Dec 2014**
 - ✓ **100% Design – 2nd Draft Submission: January 2, 2015**
 - ✓ **Agency Review Period: Jan – March 2015**
 - ✓ **PSC Consideration of BIMP: Feb 2015**
 - ✓ **Board Approval of BIMP: Feb 2015**
 - ✓ **City Council Approval of BIMP: March 2015**
 - ✓ **100% Design – Final Submission –3: April 1, 2015**
 - ✓ **Advertise: April 16, 2015**
 - ✓ **Notice To Proceed : August 11, 2015**
 - ✓ **Construction Completion: March 2017**

Parking Improvement Plans

- Completed the Parking Impact Report, which validated the inventory, methodology and proposed changes to existing parking configuration.
- Awarded contract to develop two off-street parking parcels to offset on-street parking displacement in the Fruitvale and Elmhurst Districts. The parcel on the 1400 block of 35th Avenue will provide twenty-one 21 parking spaces and the parcel at 8630 International Boulevard will provide sixteen 16 parking spaces.
- The City of Oakland is conducting an independent Parking Analysis (due Nov 2014) to better understand the parking needs along the corridor and develop measures to improve parking configurations for the future.

Funding

	Fund Source	Funding (\$millions)							Total
		Prior	2012	2013	2014	2015	2016	2017	
Small Starts Project	FTA Small Starts	22.4	25.0			27.6			75.0
	Measure B	3.1	3.1	1.3	1.4			5.0	13.9
	RM2	3.4		2.5	38.8	12.8			57.4
	STIP	1.5					8.0		9.5
	TPI-Incentive CMAQ				2.2	1.9	1.9		6.0
	AB664					8.0			8.0
	I-Bond PTMISEA				4.0				4.0
	District Funds	0.3							0.3
Other Related Project	Fund Source	Prior	2012	2013	2014	2015	2016	2017	Total
	FTA Bus	3.1							3.1
	Measure B	0.5							0.5
	RM2	0.2							0.2



Budget & Expenditures

SCC Codes	SCC Description	8/26/2014 Estimate (YOES)	Funding Available	Costs Incurred thru Aug 2014	Cost Remaining
10	Guideway	4,707,062	-	-	4,707,062
20	Stations	14,097,162	-	-	14,097,162
40	Sitework & Special Conditions	43,517,875	7,753,000	-	43,517,875
50	Systems	36,478,953	-	-	36,478,953
60	ROW, Land, Existing Improvements	1,593,211	1,297,072	670,138	923,073
70	Vehicles	2,506,951	2,579,652	-	2,506,951
80	Professional Services	55,917,797	34,763,216	38,608,665	17,309,132
90	Unallocated Contingency	10,348,874	-	-	10,348,874
100	Finance Charges	5,000,000	-	-	5,000,000
		174,167,885	46,392,940	39,278,803	134,889,082

- Additional \$3.8M for Other Related BRT Projects brings total Project cost to \$178M

Property Acquisition

- **Two Parking Mitigation Lots:**
 - ✓ Elmhurst lot acquired on June 6, 2014
 - ✓ Fruitvale lot acquired on June 13, 2014

- **Parcel Take for Fruitvale / San Leandro Street Intersection Improvements:**
 - ✓ Guadalajara parcel acquired by the end of October 2014

Community Outreach Initiatives (Cont'd.)

- **Merchant Engagement Process (last 6 months):**
 - ✓ **Strengthen connections between the programmatic and technical elements related to development of the business and parking impact plans.**
 - ✓ **Developed a Pilot Merchant Engagement Process that focused on formulating mitigations that could be incorporated into the project design. Started with a merchant group meeting in Eastlake/San Antonio (June 5th), and completed additional meetings in Fruitvale (June 25th July 10th, August 21st), San Leandro (April 30, September 11th) Downtown/Uptown (September 16th), Elmhurst (September 18th) and Havenscourt/Lockwood (September 19th) and, Chinatown (October 30th).**

Community Outreach Initiatives (Cont'd.)

- **Merchant Engagement Process:**

- ✓ **1,000** BRT corridor merchants received BRT Project Overview Factsheets and were invited to Neighborhood Merchant Meetings.
- ✓ **125 +** Merchants participated in BRT Neighborhood Merchant Meetings.
- ✓ **22** 1-on-1 merchant meetings to date with more scheduled.



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*

Community Outreach Initiatives (Cont'd.)

- **The City of Oakland Business Sustainability (BSP) Program:**
 - ✓ **A complementary program to the AC Transit Construction Impact Mitigations and Business Support Initiatives that will offer a comprehensive, integrated mix of services to directly support BRT route existing businesses, before, during and after construction of the BRT system.**

Community Outreach Initiatives (Cont'd.)

- **Project Information Center:** Opened on July 11, 2014. The Center is open on Tuesdays and Wednesdays from 8 am to 2 pm and on Thursdays from 2 pm to 6 pm.
- **Contractor Outreach:** 7/31 – AC Transit Contractor Outreach Meeting, 8/21 – City of Oakland/African American Chamber of Commerce Contracting Opportunities Day, 9/12 – Allen Temple Baptist Church Job Fair, 9/17 – Business Outreach Committee Vendor Fair, 9/19 – Bay Area Business Roundtable, 9/27 – Surety Bond Contractor Meeting. 1,000 Construction contractors received information about upcoming BRT bid opportunities.
- **Construction/Transit Careers Outreach:** Presented job opportunities at the 9/12 – Allen Temple Baptist Church Job Fair.
- **Public Events/Stakeholder Meetings/Public Presentations:** Participated in Oakland's Chinatown merchant meetings. Presentations to Committee of Minority Transportation Officials (COMTO), Unity Council Leadership, Fruitvale Business Improvement District meetings and Beans and Rice Cooperative.
- **Construction Notification Outreach:** Notified businesses about Potholing activity and upcoming Advanced Utilities Relocation and Fruitvale Bypass construction activities.



East Bay Bus Rapid Transit

*Downtown Oakland to San Leandro
International Blvd to East 14th St*

Small Starts Grant Agreement (SSGA)

- **Final SSGA Application (ACT & Region 9): completed on 8/22**
- **FTA Executive Review: completed on 9/5**
- **OST/OMB Review: 9/8 - 10/8 (completed)**
- **FTA Congressional Review: 10/9 - 10/23**
- **SSGA Issuance: ~ 10/23**



East Bay Bus Rapid Transit

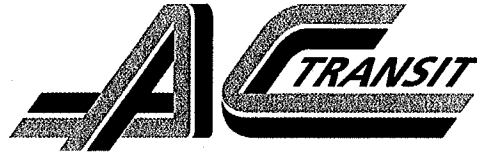
*Downtown Oakland to San Leandro
International Blvd to East 14th St*

BRT Bus Procurement RFP

- **Procure 27, 60 foot, Low-Floor, Electric-Hybrid, Dual Sided 5-Door Buses:**
 - ✓ **Pre-Proposal Conference: 29 October 2014**
 - ✓ **Contractor Questions Due Date: 12 November 2014**
 - ✓ **Response to Contractor Questions: 26 November 2014**
 - ✓ **Proposal Due Date: 27 March 2015**

San Leandro Transit Center Project

- A project to modernize the existing transit center at the San Leandro BART station to improve connectivity
 - ✓ Will include the BRT's south terminal station and layover facility
 - ✓ Separately funded with state, regional and local transit funds
 - ✓ Solicitations for design and construction management due on 10/13/2014
 - ✓ Design Complete: ~ Spring 2015
 - ✓ Construction complete: ~ late Summer/early Fall 2016



East Bay Bus Rapid Transit



East Bay Bus Rapid Transit Program

Construction and Business Impact Mitigation Plan

for

Advanced Utility Relocation Project

Prepared by
Alameda-Contra Costa Transit District
Planning, Engineering, and Construction Division
Bus Rapid Transit Department

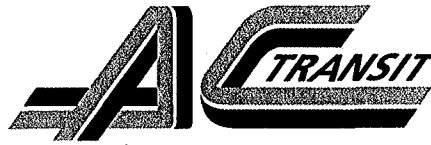
November 20, 2014

Dennis W. Butler – Chief
David M. Wilkins – Program Director

ATTACHMENT B

Version Control

Version Number	Date	Description of Change	Author
01	May 16, 2014	Initial document - Separated Bid package 1 BIM activities from program plan	MM
02	August 20, 2014	Incorporated inter-agency and inter-department team comments. Updated detailed construction mitigation plan	RP
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East Bay Bus Rapid Transit

Table of Contents

I. Project Purpose and Overview	2
---------------------------------	---

II. Construction Impact Mitigation Measures—Advanced Utility Relocation	3
---	---

- Working / Construction Hours
- Anticipated Construction Duration for non PG&E work
- PG&E Construction
- Bicycle Access
- Adjacent Residences
- Adjacent Businesses
- Business Signage
- Construction Debris Removal
- Parking
- Environmental Impacts
- Special Events Impacts and Mitigation

III. Communication Plan	7
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IV. Exhibits	9
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I. Project Purpose and Overview

The Alameda-Contra Costa Transit District (AC Transit) is developing the East Bay Bus Rapid Transit (BRT) Project, a new, world-class transit service that will offer riders faster, more reliable and efficient service along a 9.5-mile route from downtown Oakland to San Leandro BART. The BRT project will construct 45 raised station platforms along the curbside and in the medians to provide level boarding. The "Advanced Utility Relocation" project is to relocate the existing underground utilities to clear the way for station platform construction.

The "Advance Utility Relocation" project consists of relocating underground utilities, i.e. city sewer main pipes, some private sewer laterals, EBMUD fresh water pipes, PG&E electric and gas pipes, where the future BRT station platforms will be constructed. This type of work involves trench work within the road right of way and disruption of some of these services at times. The circulation of traffic may also be affected which will be mitigated according to a Traffic Mitigation Plan that is being reviewed by City of Oakland and was recently reviewed and approved by City of San Leandro and Caltrans. The utility relocation construction is expected to begin in late November of 2014 and be completed by end of June 2015.

The completion of the Advanced Utility Relocation project will result in a significantly improved sanitary sewer infrastructure system within 24 city blocks in the City of Oakland and the City of San Leandro. These improvements will complement other city initiatives to enhance sewer infrastructure. Old sewer lines and manholes will be upgraded through the replacement to current and future standards, some property owners will gain the benefit of having their sewer lateral upgraded through the replacement to meet current code and in some cases will receive an up-sized lateral to accommodate future property development and expansion. Private sewer lateral replacement or upgrade locations directly correspond with planned station construction and these activities are therefore considered direct mitigations to the correlating construction impacts at each location. The approximate value of private sewer lateral replacement in-kind is \$416,325 and \$201,344 in the City of Oakland and Caltrans Right-of-Way respectively. The approximate value of private sewer lateral replacement with up-sizing is \$425,248 and \$209,520 in the City of Oakland and Caltrans Right-of-Way respectively. The value of the overall sewer lateral replacement mitigation is \$1,252,437.

II. Construction Impacts and Mitigation Measures

The following is an assessment of potential impacts the construction activities may have on residents and businesses within the immediate area of the future station locations. In addition to the specific mitigation measures required by this document, the Contractor is required to restore the areas impacted by construction to the original or approved conditions.

Working / Construction Hours

Construction activities will be limited to daytime hours for any construction within 500 feet of a residence. Any work outside of the listed hours and days will need to be approved by AC Transit, City of Oakland, Caltrans and City of San Leandro depending on the location of the construction activity. Construction material deliveries will not occur outside of the approved construction hours. All construction equipment will be required to meet maximum sound thresholds, and certain specific activities that generate concentrated high levels of noise (like pavement sawcutting) may be limited to daytime work only.

Anticipated Construction Duration for non-PG&E Work Activities

The duration of non PG&E construction is expected to be 7 months. The construction is anticipated to start late November 2014 and substantially complete by end of June 2015.

PG&E Construction

PG&E will be concurrently working on PG&E owned and maintained facilities in preparation for the BRT project. Due to the sensitivity of PG&E facilities (high-pressure gas lines, etc.) PG&E has chosen to perform the relocation work independent from the AC Transit construction contract. Therefore, ACT will not be in control of or schedule the work performed by PG&E forces. AC Transit will endeavor to coordinate its construction activities immediately prior to the PG&E work and coordinate the work site to the betterment and convenience of businesses and the general public. However, PG&E will be working within the typical requirements of the respective local jurisdiction permit(s).

Bikeways Access

In the construction influence areas, especially at curbside platforms, the Contractor is required to maintain bike lanes during construction or propose temporary rerouting of the bike lane system. The proposed reroute will be reviewed and approved by the appropriate local agency representatives prior to implementation.

Adjacent Residents

The Contractor, along with the AC Transit Community Construction Relations Manager, is required to meet with residents adjacent to the work sites during a pre-construction meeting to determine the access needs, and develop access plans for AC Transit and Agency Partners approvals. The Contractor will be required to notify businesses of any changes to the access plans prior to starting construction. AC Transit has been engaged with the residents during the design phase. Refer to the Exhibit A for the merchant engagement matrix.

Adjacent Businesses

The Contractor, along with the AC Transit Community Construction Relations Manager, is required to meet with business owners adjacent to the work sites during a pre-construction meeting to determine the access and operation needs, and develop access plans for AC Transit and Agency Partners approvals. The Contractor will be required to notify businesses of any changes to the access plans prior to starting construction. AC Transit has been engaged with the businesses during the design phase. Refer to the Exhibit A for the merchant engagement matrix.

Business Signage

Changeable message signs (CMS) will be used to direct pedestrians toward accessible walkways and detoured sidewalks. In addition, the CMS will provide messaging informing patrons that the businesses adjacent to the work areas are open. The CMS will be placed at strategic locations to keep the public informed and directed to the accessible route. The locations of the signage vary for each work zone; however, it is anticipated that the CMS will be installed along International Blvd in the vicinity of major cross-roads.

Construction Debris Removal

Construction containers will be located at key locations throughout the project area with trash being hauled away on a regular basis.

Parking

During construction the on-street parking will be temporarily impacted. The Contractor shall provide notices to all residents and businesses on a block where work will begin at least one week prior to parking displacement. The notice shall include the project name, the contract information and duration of the parking displacement. The table below identifies the parking spaces that are allowed to be displaced at each work site, as specified on the contract plans.

Work Site	No. of Parking Spaces Allowed per Construction Stage¹	Allowed Duration per Construction Stage¹ (Days)	Associated Liquidated Damages
Downtown Oakland – Broadway and 14 th Street	0	7	\$250 per day per parking space
Downtown Oakland – Broadway and 12 th Street	8	6	\$250 per day per parking space
Downtown Oakland – Broadway and 11 th Street	0	3	\$250 per day per parking space
International Boulevard between 2 nd Avenue and 3 rd Avenue	10	13	\$250 per day per parking space
International Boulevard between 4 th Avenue and 5 th Avenue	2	10	\$250 per day per parking space
E 12 th Street between 5 th Avenue and 6 th Avenue	12	10	\$250 per day per parking space
International Boulevard and 10 th Avenue	5	3	\$250 per day per parking space
E 12 th Street and 10 th Avenue	4	3	\$250 per day per parking space
14 th Avenue and E 12 th Street	3	4	\$250 per day per parking space
International Boulevard and 24 th Avenue	16	18	\$250 per day per parking space
International Boulevard between Mitchell Street and 28 th Avenue	4	10	\$250 per day per parking space
International Boulevard between Derby Avenue and 31 st Avenue	19	15	\$250 per day per parking space
International Boulevard between 34 th Avenue and 35 th Avenue	17	17	\$250 per day per parking space
International Boulevard between 38 th Avenue and 39 th Avenue	16	14	\$250 per day per parking space
International Boulevard between 44 th Avenue and 45 th Avenue	30	18	\$250 per day per parking space
International	12	11	\$250 per day per

Work Site	No. of Parking Spaces Allowed per Construction Stage¹	Allowed Duration per Construction Stage¹ (Days)	Associated Liquidated Damages
Boulevard between 48 th Avenue and 50 th Avenue			parking space
International Boulevard between 53 rd Avenue and 54 th Avenue	5	13	\$250 per day per parking space
International Boulevard between 99 th Avenue and 100 th Avenue	9	11	\$250 per day per parking space
E 14 th Street between Stoakes Avenue and Euclid Avenue	0	5	\$250 per day per parking space
E 14 th Street between Haas Avenue and Toler Avenue	3	4	\$250 per day per parking space
Davis Street between E 14 th Street and Hays Street	0	9	\$250 per day per parking space

Note 1 – The number of construction stages will be defined in the temporary traffic control plans approved by the Engineer and the respective City Engineer.

Environmental Impacts

No significant environmental impacts due to noise, vibration, dust, drainage, erosion, storm water runoff and odor are anticipated because of the proposed project.

Air Quality: Dust control measures will be implemented. Common mitigation measures include water trucks, street sweepers for earth work phases, dust bags and filters for power equipment.

Noise: Construction activities will be limited to daytime hours for any construction within 500 feet of a residence. Any work outside of the listed hours and days will need to be approved. Construction material deliveries will not occur outside of the approved construction hours. All construction equipment will be required to meet maximum sound thresholds, and certain specific activities that generate concentrated high levels of noise (like pavement sawcutting) may be limited to daytime work only.

Storm Water Runoff: The project will implement a Storm Water Pollution Prevention Plan (SWPPP). The plan will include best management practices (BMP) to prevent discharge of sediments or other pollutants into the storm water system. In

addition, the project will install erosion and sediment controls per the city standards as designed and approved in the contract documents.

Special Events Impact and Mitigation

To mitigate the effects of construction on special events adjacent to the project site the Contractor will coordinate meetings with the event organizers and businesses to address concerns and mitigation measures. The following are the list of special events that occur annually during the construction duration:

Oakland Running Festival: The Contractor will be required to coordinate with event organizers for planned public and civic events. The Oakland Running Festival (Oakland Marathon) takes place annually in the third or fourth week of March. The marathon route is on International Boulevard. The Contractor is required coordinate with the event organizers ahead of the time to minimize the impacts for this and all sanctioned public events.

Cinco De Mayo: This festival takes place annually on May 5. The construction of Fruitvale Bypass will be substantially completed by the time of this festival. No construction impact is anticipated at this time.

Bike to Workday: This event takes place annually in mid May. The construction of Fruitvale Bypass will be substantially completed by the time of this event. No construction impact is anticipated at this time.

III. Communication Plan

AC Transit in collaboration with Agency Partners has been conducting pre-construction outreach activities like project update briefings and 1:1 meetings to the businesses and the residents. Refer to the Exhibit C, Merchant Engagement Matrix. One of the most important elements of this Business Impact Mitigation Plan is the connection between the Plan requirements and the permit conditions required by each approving local agency. In effect, this Plan is a special provision that the Contractor must comply with in order to obtain a permit to complete the proposed construction. One of the most important Contractor requirements is to establish a construction staging and traffic handling plan that will, but is not limited to, minimize disruption to local business operations, accommodates on-going business delivery operations, limits temporary impacts to street parking, accommodates safe pedestrian access via sidewalk rerouting and preserves existing bus service.

Construction staging and traffic handling plans that are prepared by the Contractor will be reviewed and approved by each jurisdictional agency prior to construction.

BRT Community Construction Relations Manager

Prior the start of early BRT construction activities, AC Transit will hire a BRT Community Construction Relations Manager to serve as a liaison between BRT corridor businesses, residents and the construction Contractor and construction management team. The BRT Community Construction Relations Manager will serve as a single point of contact for merchants as issues arise during construction. The BRT Community Construction Relations Manager will maintain face-to-face contact with BRT corridor merchants, and keeping them informed and up-to-date on project activities. This individual will provide confidential assistance to businesses and residents along the BRT corridor to help resolve issues and concerns, advocate for fairness, ensure proposed mitigations to business impacts are carried out as planned and serve as a source of information and support. Another key role will be to direct businesses to the Merchant Technical Assistance Program if and when needed to access the services within the Business Sustainability Program.

During Construction:

During the construction phase, the Contractor is required implement the following in collaboration with AC Transit's Community Construction Relations Manager, the City of Oakland's Business Sustainability Program Manager and the Interagency BRT Project Staff.

BRT Website: The Contractor will provide monthly project updates and solicit feedback from the AC Transit BRT website (brt.actransit.org).

Community Meetings: Being a good neighbor is important to the community and the project. Regular community meetings will be conducted by AC transit Project Team and the Contractor to communicate the status of the project as well as future events.

Newsletters: AC Transit project team will publish features on individual businesses in monthly BRT newsletters and on the BRT website as an additional means of attracting customers to businesses in the construction zone.

Mailers and Web Ads: AC Transit project team will develop mailers and web ads containing coupons with promotional advertisements and discounts as a means to both stimulating business during construction and informing the public that businesses are operational during construction.

24 Hr. Hotline: AC Transit project will Host 24-hour Toll Free project hotline to receive calls from area businesses, residents, and others.

Monitoring of Mitigation Plan: The AC Transit project team will evaluate the implementation of the Construction Impact Mitigation Plan (CIMP) on a regular basis and solicit feedback from businesses in the construction influence area. The updates on Mitigation Monitoring will be posted on BRT website (brt.actransit.org), printed in Newsletters and discussed at the community meetings.

Construction Staging and Traffic Handling Plan: The Contractor shall engage the CCR Manager to meet with merchants and finalize how and when the construction will be performed in order to obtain a final work authorization from the City of Oakland.

Project Information Center: AC transit has established a project Information Center at 3322A International Boulevard to provide fixed location for information dissemination and community meeting space.

IV. Exhibits:

Exhibit A: Merchant Engagement Matrix

BUSINESS IMPACT MITIGATION PLAN

[illegible]



East Bay Bus Rapid Transit



East Bay Bus Rapid Transit Program

Construction and Business Impact Mitigation Plan

for

Fruitvale Bypass & Parking Lots

Prepared by
Alameda-Contra Costa Transit District
Planning, Engineering, and Construction Division
Bus Rapid Transit Department

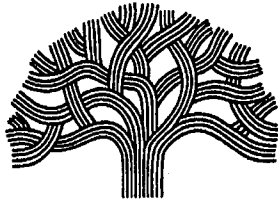
September 30, 2014

Dennis W. Butler – Chief
David M. Wilkins – Program Director

ATTACHMENT C

Version Control

Version Number	Date	Description of Change	Author
01	May 16, 2014	Initial document - Separated Bid package 1 BIM activities from program plan	RP
02	August 20, 2014	Incorporated inter-agency and inter-department team comments. Updated detailed construction mitigation plan	RP
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CITY OF OAKLAND East Bay Bus Rapid Transit

Table of Contents

I. Project Purpose and Overview	2
II. Construction Impact Mitigation Measures – Fruitvale Bypass	3
<ul style="list-style-type: none">- Working / Construction Hours- Construction Duration- Pedestrian Access- Bikeway Access- Adjacent Residences- Adjacent Businesses- Business Signage- Parking- Public Transit- Construction Debris Removal- Environmental Impacts- Special Events Impacts and Mitigation-	
III. Construction Impact Mitigation Measures-Elmhurst Prkg Lot	11
VI. Construction Impact Mitigation Measures-Fruitvale Prkg Lot	13
V. Communication Plan	15
VI. Exhibits	16

I. Project Purpose and Overview

The Alameda-Contra Costa Transit District (AC Transit) is developing the East Bay Bus Rapid Transit (BRT) Project, a new, world-class transit service that will offer riders faster, more reliable and efficient service along a 9.5-mile route from downtown Oakland to San Leandro BART. The East Bay BRT Project includes the conversion of two traffic lanes into dedicated bus lanes. The addition of BRT only lanes within the existing right-of-way will allow for faster bus travel; however, it also would reduce roadway traffic capacity on streets on the project alignment. The reduction in roadway capacity may lead to additional peak hour congestion at certain intersections on the BRT corridor, as documented in the intersection impacts section of the FEIS/R. The result of the peak hour congestion could be a diversion of traffic off the BRT corridor and onto parallel local streets. The "Fruitvale Bypass" project is a traffic congestion mitigation improvement project identified in the FEIS/R for the Fruitvale area. This "Fruitvale Bypass" project will improve a parallel roadway west side of the BRT corridor, between 29th and 33rd Avenues. These mitigation improvements are to accommodate local vehicles, and BRT buses will not travel along or in this project area.

The "Fruitvale Bypass" consists of resurfacing and reconstructing a section of Derby Avenue from the E 12th Street (NB) intersection to E 10th Street; E 10th Street from Derby Avenue to Fruitvale Avenue intersection; and the Derby Avenue / Fruitvale Ave/San Leandro Street Intersection. Pavement will be reconstructed at Derby Avenue at the intersections with E 12th Street (NB & SB) and at the intersection of Fruitvale Avenue and E10th Street/San Leandro Street. New pavement sections will be constructed along Derby Avenue and E 10th Street. Concrete curb ramps, driveways, curb and gutter, and sidewalk will be constructed. Signal and lighting will be installed or modified at two (2) intersections. Pavement delineation and signs will be installed, drainage system will be modified, and roadway lighting will be installed.

In conjunction with the "Fruitvale Bypass" project improvements, and in compliance with City of Oakland Conditions of Approval, surface parking lots (one in the Fruitvale commercial district and one in the Elmhurst commercial district) will be constructed to mitigate on street parking impacts. The surface parking lot in the Fruitvale District is located on 35th Avenue just east of International Boulevard. The surface parking lot in the Elmhurst District is located at the intersection of Auseon Avenue and International Boulevard. Both parcels are existing private parking lots that have been acquired for the project, and will be converted to public parking lots. The surface parking lot work consists of resurfacing the existing parking area, restriping, lighting, landscaping, drainage improvements and fencing.

The construction of 'Fruitvale Bypass' and two surface 'Parking Lots' is expected to begin in late November of 2014 and be substantially complete by end of June 2015. The project costs associated with installing the required mitigation measure Fruitvale Bypass improvements and providing the two off street parking lots in the Fruitvale and Elmhurst districts are estimated to be in the range of \$3 million – 4 million.

II. Construction Impacts and Mitigation Measures – Fruitvale Bypass

The following is an assessment of the potential impacts the construction activities may have on residents and businesses within impact radius of the Fruitvale Bypass project. In addition to the any specific mitigation measures required by this document, the Contractor is required to restore the areas impacted by construction to the original or approved conditions.

Working / Construction Hours

Construction activities will be limited to daytime hours for any construction within 500 feet of a residence and non-resident areas. With prior approval from AC Transit and the City of Oakland, night time work may be allowed in agreed upon blocks of time. Work conducted outside of these work hours will require the approval of AC Transit and the City of Oakland.

Construction Duration

The construction on Fruitvale Bypass is anticipated to start in January 2015 and be substantially complete in July 2015. The approximate construction milestones are noted below, within the overall duration of approximately 170 calendar days.

	Work Zone					
	Derby Avenue	E 10th Street	Fruitvale Avenue	E 12th Street	San Leandro Street	Const Duration (calendar days)
Stage 1	Northbound lane between E12th Street (SB) & E 10 th	EB lane between Derby Avenue and Fruitvale	No construction work. Only one SB lane will be closed	No work. Only lane transitions	No work.	30

	Work Zone					
	Derby Avenue	E 10 th Street	Fruitvale Avenue	E 12 th Street	San Leandro Street	Const Duration (calendar days)
	Street	Ave	for short duration			
Stage 2	Southbound lane between E12th Street (SB) & E 10 th Street	WB lane between Derby Avenue and Fruitvale Ave	No construction work. Only one SB lane will be closed for short duration.	No work. Only lane transitions	No work.	40
Stage 3	No work.	No work.	Partial Intersection construction. The Rt-turn lane and one NB lane at San Leandro Street intersection will be closed.	No work. Only lane transitions	Intersection leg closure	30
Stage 4	Curb Ramp & Sidewalk work	No work.	No work	Work at E 12 th St (NB) quadrant with Derby Ave & one lane closure on E 12 th St (NB) for short duration.	No work.	20
Stage 5	E 12 th Street intersection work	No work.	No work.	Intersection work	No work	20
Stage 6	Work on roadway	No work.	No work.	Left-turn lane work and	No work.	30

	Work Zone					
	Derby Avenue	E 10 th Street	Fruitvale Avenue	E 12 th Street	San Leandro Street	Const Duration (calendar days)
	segment between E 12 th Street NB & SB			lane transitions		
	Total Construction Duration (Working Days)					170

Pedestrian Access

While working in the sidewalk area, the Contractor is required to maintain pedestrian accessibility throughout the construction area by providing a minimum of 60" wide walkway and ADA compliant ramps for any pedestrian detour that crosses a curb line along the detour.

As the project progresses, any pedestrian accessibility issues that arise will be addressed through signage, circulation plan modifications and/or detours. Upon completion of the project all affected areas will be restored to pre-construction and/or proposed plan conditions.

Derby Avenue: During stage 1 construction the existing sidewalk on the east side of Derby Avenue, between E 12th Street (SB) and E 10th Street, will be closed off completely. The Contractor must accommodate the business and community access needs by installing appropriate temporary pedestrian detours for each business and the community that are accessibly compliant. The signage will indicate each required pedestrian detour. During Stage 5 construction, the existing crosswalk at the intersection of E 12th Street (NB) and Derby Avenue will be closed. The pedestrian detour signage will direct pedestrians to the E 12th Street (NB) at Fruitvale Avenue intersection and E 12th Street (NB) at 29th Avenue intersection.

E 10th Street: During stage 1 of construction, the existing sidewalk on the north side of E 10th Street will be intermittently closed. The Contractor will be required to meet the business and community access needs, by accommodating appropriately detoured pedestrian traffic. The appropriate signage will indicate the pedestrian traffic detour.

Bikeways Access

In the construction influence area, Fruitvale Avenue has class 3 bike lanes from East 12th Street going south. The Contractor is required to maintain bike lanes during stage 3 and 4 construction while working at the Fruitvale Avenue and E 10th Street intersection.

Adjacent Residents

The Fruitvale Bypass project area is in close proximity to residential uses near International Boulevard and E 12th Street (NB). Even though these residences are within the construction influence area there is no proposed work in front of these residences. The Contractor is required to maintain driveway access to these residences at all times during traffic lane transitions and E 12th Street (NB) intersection closure in Stage 5.

Adjacent Businesses

The Fruitvale Bypass project construction influence area consists of one Fire station (FS#13), Auto Collision Repair shop (H&H Body Shop), BART surface parking lots, UPRR frontage, one restaurant (Guadalajara), one club (Aloha Club), EPIC Charter School, one brewery (Ale Industries), Norton Factory Studios, and Blank & Cables, a fabrication-design-furniture consultation business. AC Transit construction community relation manager and the Contractor will meet with business owners and residents during pre-construction to determine the access plans. AC Transit is engaged with businesses during the design phase. Refer to the Exhibit C for the merchant engagement matrix.

Fire Station 13: Located on the Derby Avenue at the northwest corner of Derby Avenue and E 12th Street (NB) intersection. The proposed construction will require the closure of the Derby Ave on the east side of the intersection with E. 12th Street for approximately 12 working days. During this time, emergency responders headed south will travel down E. 13th St. to Fruitvale Avenue, and emergency responders headed north will need to travel east on Derby to International Blvd. The proposed construction will require the closure of the Derby Ave intersection between SB E. 12th and NB E 12th, for approximately 12 working days. During this time, the Contractor is required to maintain access to emergency responders headed south on Derby Avenue at all times and there will be no impact to emergency responders headed north. No significant increases to response times are anticipated.

The Contractor is required to maintain access to and from the Fire Station at all times and required to coordinate with Fire Station personnel 72 hours ahead of any

construction activity requiring closure of lanes and/or intersections. All detour plans need to be approved by the Fire Department ahead of implementation. No impact to deliveries, trash removal, and utilities are anticipated at this time.

H&H Body Shop: Located at southwest quadrant of E 12th Street (SB) and Derby Avenue. This business has access from E 12th Street (SB) which is a one-way street. During Stage 5 construction, Derby Avenue will be closed off on the west side of the E 12th Street (NB) and E 12th Street (SB) intersection for approximately 12 working days but at least one lane of traffic on E 12th Street NB & SB will be maintained. The Contractor is required to maintain driveway access at all time during traffic lane transitions and intersection improvement work. No impact to deliveries, trash removal, and utilities are anticipated at this time.

BART Surface Parking Lot: Located at southeast quadrant of E 12th Street (SB) and Derby Avenue. The access to the parking lot is located on Derby Avenue just south of the E 12th Street (SB). This access will be maintained at all stages of construction. During Stage 1 and Stage 2, Contractor will post directional signs on Fruitvale Avenue using E 12th Street (NB) to access the parking lot. During closure of Derby Avenue intersection with E 12th Street NB & SB crossing in Stage 5 and Stage 6, the Contractor is required to post detour signs on 29th Avenue, Derby Avenue and Fruitvale Avenue for vehicular traffic on how to access the surface parking lot via E 10th Street and Derby Avenue.

UPRR Frontage: The Union Pacific Railroad (UPRR) property fronts along south side of the E 10th Street from Derby Avenue to the Fruitvale Avenue in the construction Influence area. UPRR leases this frontage to Blank & Cables and Norton Factory Studios for parking. The Contractor is required to coordinate with tenants of the UPRR frontage on access needs and ensure access to parking lot driveways on E 10th Avenue including the safe pedestrian access between businesses and parking lot is maintained during stage 1 and stage 2.

EPIC Charter School: EPIC Charter School leased Caltrans maintenance station located along the entire block between 29th Street and Derby Avenue. The lot is currently being reconfigured to fit the needs of the school (25 employees & 150 kids). The main entrance for this school is located on 29th Avenue which is outside of the construction influence area. The school is planning to use the entrance and the frontage located on Derby Avenue at the intersection of E 10th Street for drop-off/pick-up area. The Contractor is required to coordinate with the school and provide a safe zone for children

drop-off/pick-up operations. In addition, the Contractor is required to provide an area and safe passage for children crossing around the construction influence area. The Contractor is required to maintain the access to the driveway on Derby Avenue at all times.

Norton Factory Studio: Located on north side of E 10th Street between Derby Avenue and Fruitvale Avenue. The Norton Factory Studio complex has multiple micro and small businesses that offer classes, studios and evening events. This multi-business complex 's roll-up doors are located on E 10th Street. The Contractor is required to coordinate with the warehouse on delivery schedules and ensure access to delivery driveways on E 10th Street are maintained during stage 1 and stage 2. The Contractor is required to have Flagman to facilitate truck access to these businesses due to the limited lane width during construction. The Contractor is required to post directional signs on E 12th Street and Fruitvale Avenue on how to access the warehouse driveways on Derby Avenue during Stage 5 when portions of the Derby Avenue intersection with E 12th Street (SB) are closed.

Blank & Cables: Located on north side of E 10th Street between Derby Avenue and Fruitvale Avenue. The Contractor is required to coordinate with this facility on access needs including loading and unloading needs and ensure access to driveway on E 10th Street are maintained during stage 1 and stage 2. The Contractor is required to coordinate in advance on providing a space for loading trucks to park and provide access for the facility's fork trucks safely access the loading trucks. The Contractor may also required to have Flagman to facilitate truck access to these businesses due to the limited lane width during construction. The Contractor is required to post directional signs on E 12th Street and Fruitvale Avenue on how to access the Black & Cables driveway on Derby Avenue during Stage 5 when portions of the Derby Avenue intersection with E 12th Street (SB) are closed.

Guadalajara Restaurant: Located at northwest quadrant of E 10th Street and Fruitvale Avenue. This facility has a restaurant on the ground floor and Chiropractic Clinic & Law Offices on the second floor. This location has one driveway access point from Fruitvale Avenue and two driveway accesses from E 10th Street, one of which will be permanently closed as part of this construction project. The project improvements require a fee acquisition and a temporary construction easement along E 10th Street at this location. The Contractor is required to maintain driveway access at all times during traffic lane transitions and intersection realignment work. The trash pick-up for this property is

along Fruitvale Avenue. No impact to deliveries, trash removal, and utilities are anticipated at this time.

Aloha Club: Located on Fruitvale Avenue at Southeast corner of Fruitvale Avenue and San Leandro Street intersection. This business has one driveway access from Fruitvale Avenue. Even though there is no construction in front of the driveway, the access will be impacted due to the traffic lane transitions during construction. The Contractor is required to maintain driveway access at all time during traffic lane transitions and intersection realignment work. No impact to deliveries, trash removal, and utilities are anticipated at this time.

Auto Glass / Body Shop: Located on Fruitvale Avenue at Northeast corner of the Fruitvale Ave and San Leandro Street intersection. Currently this property is vacant and no business activity is present. This business has one driveway access from Fruitvale Avenue. Even though there is no construction in front of the driveway, the access will be impacted due to the traffic lane transitions during construction. The Contractor is required to maintain driveway access at all time during traffic lane transitions and intersection realignment work. No impact to deliveries, trash removal, and utilities are anticipated at this time.

Business Signage

Changeable message signs (CMS) will be used to direct pedestrians toward accessible walkways and detoured sidewalks. In addition, the CMS will provide messaging informing patrons that the businesses adjacent to the work areas are open. The CMS will be placed at strategic locations to keep the public informed and directed to the accessible route. The locations of the signage vary for each work zone; however, it is anticipated that at various times, the CMS will be installed along Derby Avenue, Fruitvale Avenue, E 12th Street (NB), E 12th Street (SB) and/or San Leandro Street.

Parking

During construction the on-street parking on Derby Avenue, E 10th Street and San Leandro Street will be temporarily impacted. The duration of temporary parking impacts will be specified on the contract plans. The durations are anticipated to be approximately between 5 to 30 working days based upon the construction stage. There are 103 existing parking spaces within the project construction area. The BRT Fruitvale Bypass project will remove 19 parking spaces but adds 8 parking spaces. The net parking remaining is 92 spaces. Refer to the Exhibit A for BRT Parking Impact Plan. The City of Oakland is considering adding an

additional 18 on-street parking spaces bringing the total number of on-street parking spaces to 110 after the additional parking improvements. Additionally, an off-street parking lot at the 33rd Avenue / San Leandro Street intersection, which would add an additional 65 parking spaces, is being considered. Refer to the Exhibit B for BRT Parking Improvement Plan.

The Contractor will submit a construction worker parking plan identifying parking locations for construction workers and methods of transportation to and from the project area for approval 15 days prior to commencement of construction. It is understood that construction is in urban location with limited parking. The Contractor will endeavor to secure parking in the surrounding lots, which have excess capacity to meet the needs of the construction worker parking, without disrupting existing public parking.

Public Transit

The Stage 3 construction proposed to close the San Leandro Street leg of the Fruitvale Ave / E10th St/San Leandro St intersection for 20 days. This temporary closure will impact the public transit, emergency vehicles and vehicular traffic turning left or right onto the San Leandro Street from the Fruitvale Avenue. The Contractor will need to notify AC Transit, Fire Station, BART, local businesses and post signs of the closure 10 working days ahead of the closure. The Contractor is also required to post the detour signs during the closure of the intersection leg. All detour plans need to be approved by the AC Transit, BART and Fire Department ahead of the detour implementation.

Construction Debris Removal

Construction containers will be located at key locations throughout the project area with debris/trash being hauled away on a regular basis.

Environmental Impacts

No significant environmental impacts due to noise, vibration, dust, drainage, erosion, storm water runoff and odor are anticipated because of the proposed project.

Air Quality: Dust control measures will be implemented. Common mitigation measures include water trucks, street sweepers for earth work phases, dust bags and filters for power equipment.

Noise: Construction activities will be limited to daytime hours for any construction within 500 feet of a residence. Any work outside of the listed hours and days will need

to be approved. Construction material deliveries will not occur outside of the approved construction hours. All construction equipment will be required to meet maximum sound thresholds, and certain specific activities that generate concentrated high levels of noise (like pavement sawcutting) may be limited to daytime work only..

Storm Water Runoff: The project will implement a Storm Water Pollution Prevention Plan (SWPPP). The plan will include best management practices (BMP) to prevent discharge of sediments or other pollutants into the storm water system. In addition, the project will install erosion and sediment controls per the City standards as designed and approved in the Contract Documents.

Special Events Impact and Mitigation

To mitigate the effects of construction on special events adjacent to the project site the Contractor will coordinate meetings with the event organizers and businesses to address concerns and mitigation measures. The following are the list of special events that occur annually during the construction duration,

Oakland Running Festival: This festival (Oakland Marathon) takes place annually in the third or fourth week of March. The marathon route is on International Boulevard which is outside of the construction influence area. But closures and detours due to the marathon may have an effect on the construction. The Contractor is required coordinate with the event organizers ahead of the time to minimize the impacts.

Cinco De Mayo: This festival takes place annually on May 5. The construction of Fruitvale Bypass will be substantially completed by the time of this festival. No construction impact is anticipated at this time.

Bike to Workday: This event takes place annually in mid May. The construction of Fruitvale Bypass will be substantially completed by the time of this event. No construction impact is anticipated at this time.

III. Construction Impacts and Mitigation Measures–Elmhurst Parking Lot

The surface parking lot in Elmhurst District is located at intersection of Auseon Avenue and International Boulevard. This parking lot is approximately 7,750 sq ft and contains 16 parking spaces including 2 ADA parking spaces. The improvements include drainage,

landscaping, paving, driveway, lighting, signing, striping, fencing and sealing of four windows and one door of an adjacent building. This is an existing private parking lot that has been acquired for the project.

Working / Construction Hours

Construction activities will be limited to daytime hours. With prior approval from AC Transit and the City of Oakland, Night time work may be allowed and/or on Saturdays which can be provided in agreed upon blocks of time. Work conducted outside of these work hours will require the approval of AC Transit and the City of Oakland.

Construction Duration

The duration of construction is expected to be 2 months. This work is separate but will be part of a bid package that includes construction activities for Fruitvale bypass (discussed in the Section II above).

Parking

No impact to existing on-street parking on Auseon Avenue is anticipated at this time.

Adjacent Residences & Businesses

There are residences & businesses along Auseon Avenue adjacent to the existing parking lot but no direct impact due to construction is anticipated because work activities are restricted in an existing parking lot.

Pedestrian Access

While working in the sidewalk area to construct driveway access to the proposed parking lot, the Contractor is required to maintain pedestrian area throughout construction area by providing a minimum of 60 inch wide walkway and ADA compliant ramps for any pedestrian detour that crosses a curb line along the detour.

Environmental Impacts

No significant environmental impacts due to noise, vibration, dust, drainage, erosion, storm water runoff and odor are anticipated because of the proposed project.

Air Quality: Dust control measures will be implemented. Common mitigation measures include water trucks, street sweepers for earth work phases, dust bags and filters for power equipment.

Noise: Construction activities will be limited to daytime hours. Any work outside of the listed hours and days will need to be approved. Construction material deliveries will not occur outside of the approved construction hours. All construction equipment will be required to meet maximum sound thresholds, and certain specific activities that generate concentrated high levels of noise (like pavement sawcutting) may be limited to daytime work only..

Storm Water Runoff: The project will implement a Storm Water Pollution Prevention Plan (SWPPP). The plan will include best management practices (BMP) to prevent discharge of sediments or other pollutants into the storm water system. In addition, the project will install erosion and sediment controls per the City standards as designed and approved in the Contract Documents.

IV. Construction Impacts and Mitigation Measures–Fruitvale Parking Lot

The surface parking lot in Fruitvale District is located on 35th Avenue just north of International Boulevard. This lot will have 21 parking spaces including 2 ADA spaces. The improvements include drainage, landscaping, paving, driveway, lighting, signing, striping, fencing and sealing of four windows and one door of an adjacent building. This is an existing private parking lot that has been acquired for the project.

Working / Construction Hours

Construction activities will be limited to daytime hours. With prior approval from AC Transit and the City of Oakland, Night time work may be allowed and/or on Saturdays which can be provided in agreed upon blocks of time. Work conducted outside of these work hours will require the approval of AC Transit and/or the City of Oakland.

Construction Duration

The duration of construction is expected to be 2 months. This work is separate but will be part of a bid package that includes construction activities for Fruitvale bypass (discussed in the Section II above).

Public Transit

No impact to public transportation on 35th Avenue is anticipated at this time.

Parking

No impact to existing on-street parking on 35th Avenue is anticipated at this time.

Adjacent Residences & Businesses

There are residences & businesses along Auseon Avenue adjacent to the existing parking lot but no direct impact due to construction is anticipated because work activities are restricted in an existing parking lot.

Pedestrian Access

While working in the sidewalk area to construct driveway access to the proposed parking lot, the Contractor is required to maintain pedestrian area throughout construction area by providing a minimum of 60 inch wide walkway and ADA compliant ramps for any pedestrian detour that crosses a curb line along the detour.

Environmental Impacts

No significant environmental impacts due to noise, vibration, dust, drainage, erosion, storm water runoff and odor are anticipated because of the proposed project.

Air Quality: Dust control measures will be implemented. Common mitigation measures include water trucks, street sweepers for earth work phases, dust bags and filters for power equipment.

Noise: Construction activities will be limited to daytime hours. Any work outside of the listed hours and days will need to be approved. Construction material deliveries will not occur outside of the approved construction hours. All construction equipment will be required to meet maximum sound thresholds, and certain specific activities that generate concentrated high levels of noise (like pavement saw cutting) may be limited to daytime work only.

Storm Water Runoff: The project will implement a Storm Water Pollution Prevention Plan (SWPPP). The plan will include best management practices (BMP) to prevent discharge of sediments or other pollutants into the storm water system. In addition, the project will install erosion and sediment controls per the City standards as designed and approved in the Contract Documents.

V. Communication Plan

AC Transit in collaboration with Agency Partners has been conducting pre-construction outreach activities like project update briefings and 1:1 meetings to the businesses and the residents. Refer to the Exhibit C, Merchant Engagement Matrix. One of the most important elements of this Business Impact Mitigation Plan is the connection between the Plan requirements and the permit conditions required by each approving local agency. In effect, this Plan is a special provision that the Contractor must comply with in order to obtain a permit to complete the proposed construction. One of the most important Contractor requirements is to establish a construction staging and traffic handling plan that will, but is not limited to, minimize disruption to local business operations, accommodates on-going business delivery operations, limits temporary impacts to street parking, accommodates safe pedestrian access via sidewalk rerouting and preserves existing bus service. Construction staging and traffic handling plans that are prepared by the Contractor will be reviewed and approved by AC Transit and the City of Oakland prior to construction.

BRT Community Construction Relations Manager

Prior the start of early BRT construction activities, AC Transit will hire a BRT Community Construction Relations Manager to serve as a liaison between BRT corridor businesses, residents and the construction Contractor and construction management team. The BRT Community Construction Relations Manager will serve as a single point of contact for merchants as issues arise during construction. The BRT Community Construction Relations Manager will maintain face-to-face contact with BRT corridor merchant and keeping them informed and up-to-date on project activities. This individual will provide confidential assistance to businesses and residents along the BRT corridor to help resolve issues and concerns, advocate for fairness, ensure proposed mitigations to business impacts are carried out as planned and serve as a source of information and support. Another key role will be to direct businesses to the Merchant Technical Assistance Program if and when needed to access the services within the Business Sustainability Program

During Construction:

During the construction phase, the Contractor is required implement the following in collaboration with AC Transit's Community Construction Relations Manager, the City of Oakland's Business Sustainability Program Manager and the Interagency BRT Project Staff.

BRT Website: The Contractor will provide monthly project updates and solicit feedback from the AC Transit BRT website (brt.actransit.org).

Community Meetings: Being a good neighbor is important to the community and the project. Regular community meetings will be conducted by AC transit Project Team and the Contractor to communicate the status of the project as well as future events.

Newsletters: AC Transit project team will publish features on individual businesses in monthly BRT newsletters and on the BRT website as an additional means of attracting customers to businesses in the construction zone.

Mailers and Web Ads: AC Transit project team will develop mailers and web ads containing coupons with promotional advertisements and discounts as a means to both stimulating business during construction and informing the public that businesses are operational during construction.

24 Hr. Hotline: AC Transit project will Host 24-hour Toll Free project hotline to receive calls from area businesses, residents, and others.

Monitoring of Mitigation Plan: The AC Transit project team will evaluate the implementation of the Construction Impact Mitigation Plan (CIMP) on a regular basis and solicit feedback from businesses in the construction influence area. The updates on Mitigation Monitoring will be posted on BRT website (brt.actransit.org) and Newsletters and discussed at the community meetings.

Construction Staging and Traffic Handling Plan: The Contractor shall engage the CCR Manager to meet with merchants and finalize how and when the construction will be performed in order to obtain a final work authorization from the City of Oakland.

Project Information Center: AC transit has established a project Information Center at 3322A International Boulevard to provide fixed location for information dissemination and community meeting space.

VI. Exhibits:

Exhibit A: BRT Parking Impacts

Exhibit B: BRT Parking Improvement Plan

Exhibit C: Merchant Engagement Matrix

BRT PARKING IMPACTS BID PACKAGE 2 - "FRUITVALE BYPASS"

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
 EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

August 11, 2014

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

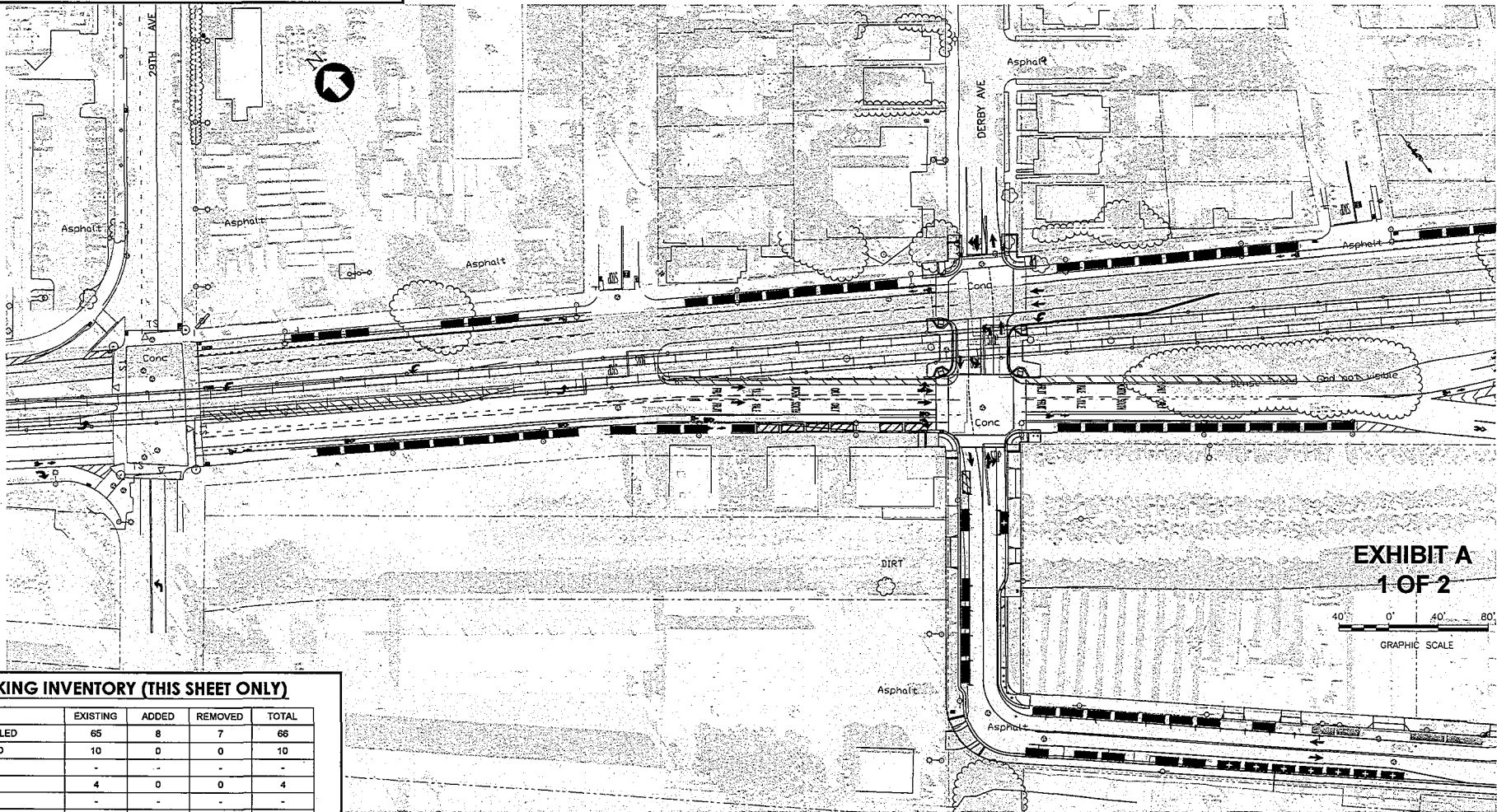


EXHIBIT A
 1 OF 2

40' 0' 40' 80'
 GRAPHIC SCALE

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	65	8	7	66
CONTROLLED	10	0	0	10
METERED	-	-	-	-
LOADING	4	0	0	4
ADA	-	-	-	-
	79	8	7	80

LEGEND

	EXCLUSIVE BRT LANE		DIRECTION OF TRAFFIC
	SHARED BRT LANE		SHARROW LEGEND
	HIGH VISIBILITY CROSSWALK		TRAFFIC SIGNAL, EXISTING
	BRT STATION		TRAFFIC SIGNAL, NEW PROPOSED
	LANDSCAPED MEDIAN ISLAND		PARKING, PASSENGER LOADING
	STRIPED MEDIAN ISLAND		PARKING, UNCONTROLLED
	EXISTING CURB LINE		PARKING, LOADING
	CONCRETE PAVEMENT/CUTLER		PARKING, CONTROLLED
	LANE LINE		PARKING, ADA
XX	BUS LINE TO REMAIN AT BUS STOP		(removed parking)
(XX)	BUS LINE TO BE REMOVED AT BUS STOP		(added parking)
			PARKING, METERED
			PARKING, SHORT TERM

BRT PARKING IMPACTS BID PACKAGE 2 - "FRUITVALE BYPASS"

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

August 11, 2014

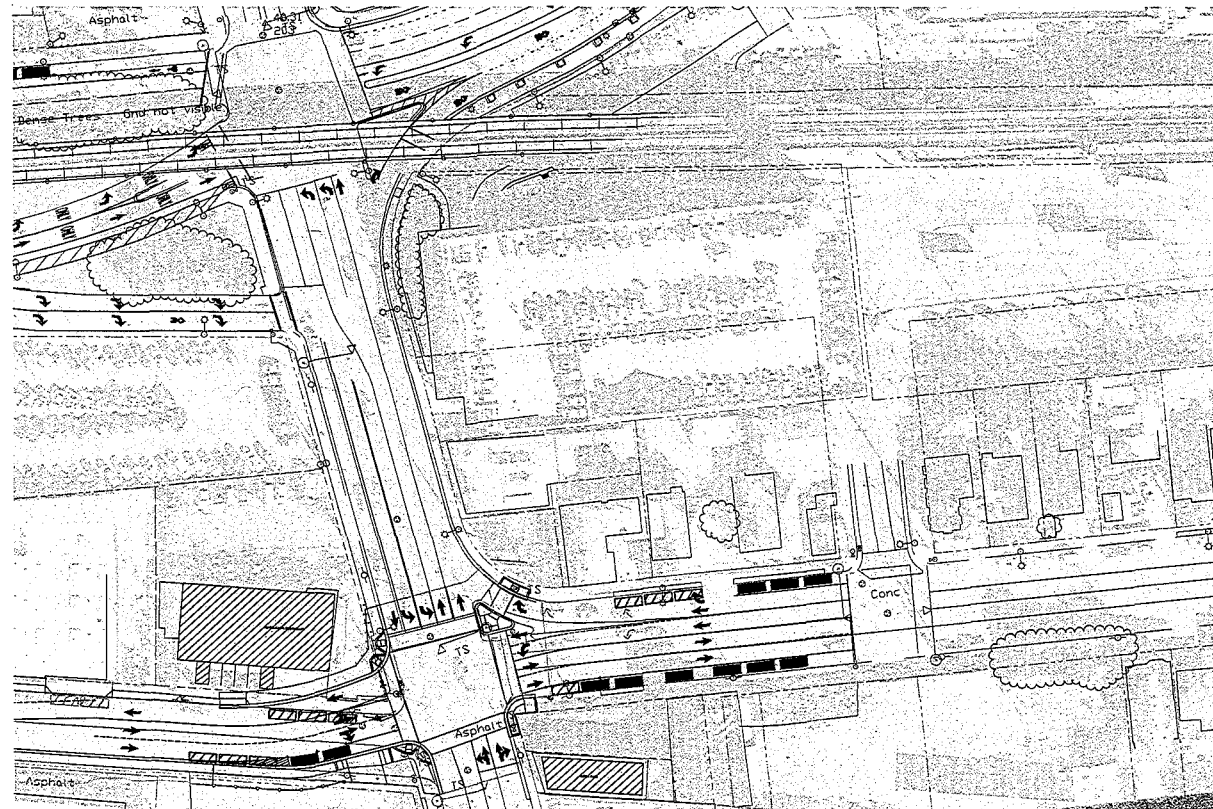


EXHIBIT A 2 OF 2

40' 0' 40' 80'
GRAPHIC SCALE

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	22	0	10	12
CONTROLLED	-	-	-	-
METERED	-	-	-	-
LOADING	2	0	2	0
ADA	-	-	-	-
	24	0	12	12

BRT PARKING IMPROVEMENT PLAN BID PACKAGE 2 - "FRUITVALE BYPASS"

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR PEERS

August 11, 2014

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- RED CURB
- (removed parking)
- (added parking)

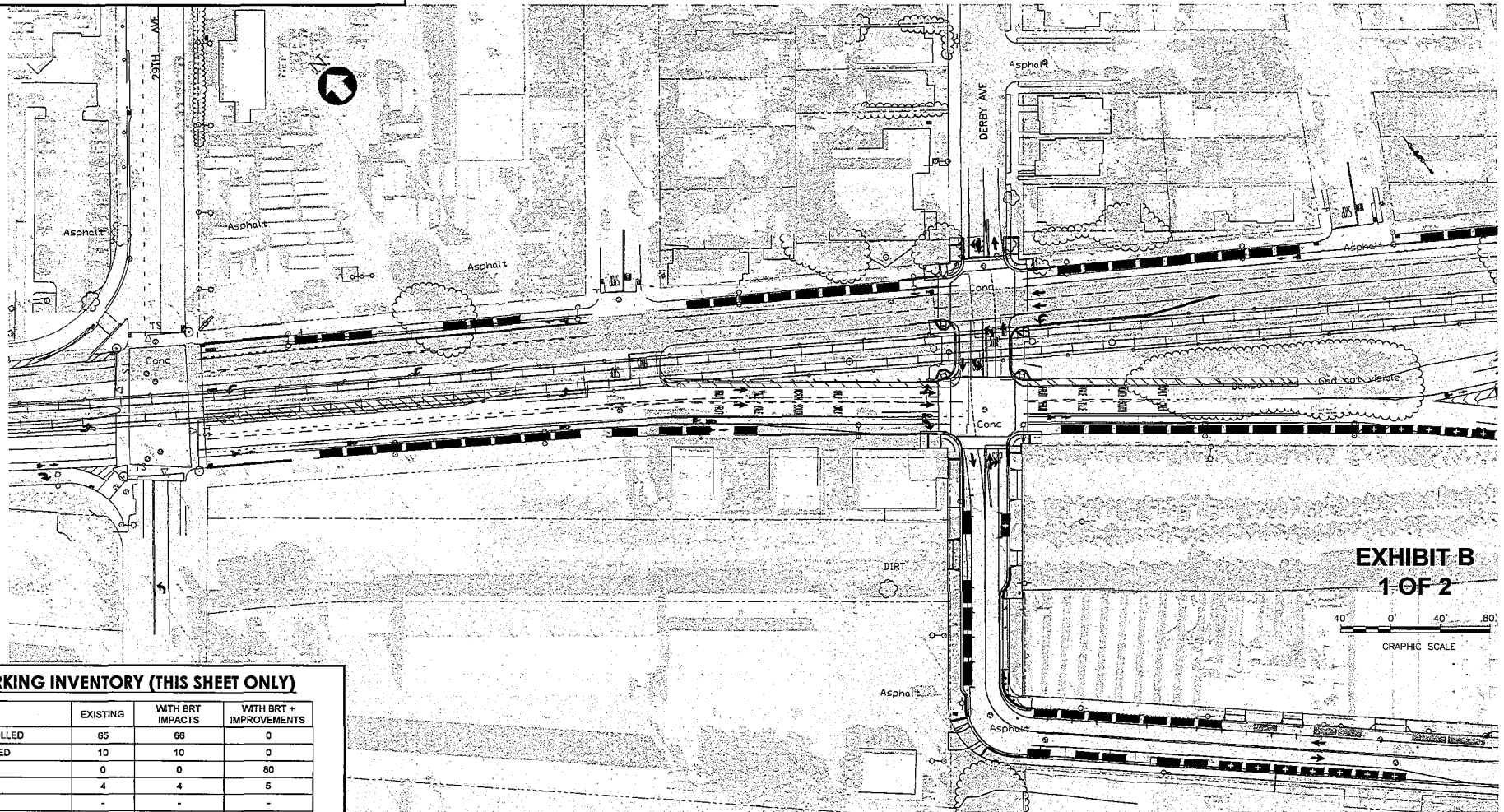


EXHIBIT B
1 OF 2

40' 0' 40' 80'
GRAPHIC SCALE

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	WITH BRT IMPACTS	WITH BRT + IMPROVEMENTS
UNCONTROLLED	65	66	0
CONTROLLED	10	10	0
METERED	0	0	80
LOADING	4	4	5
ADA	-	-	-
	79	80	85

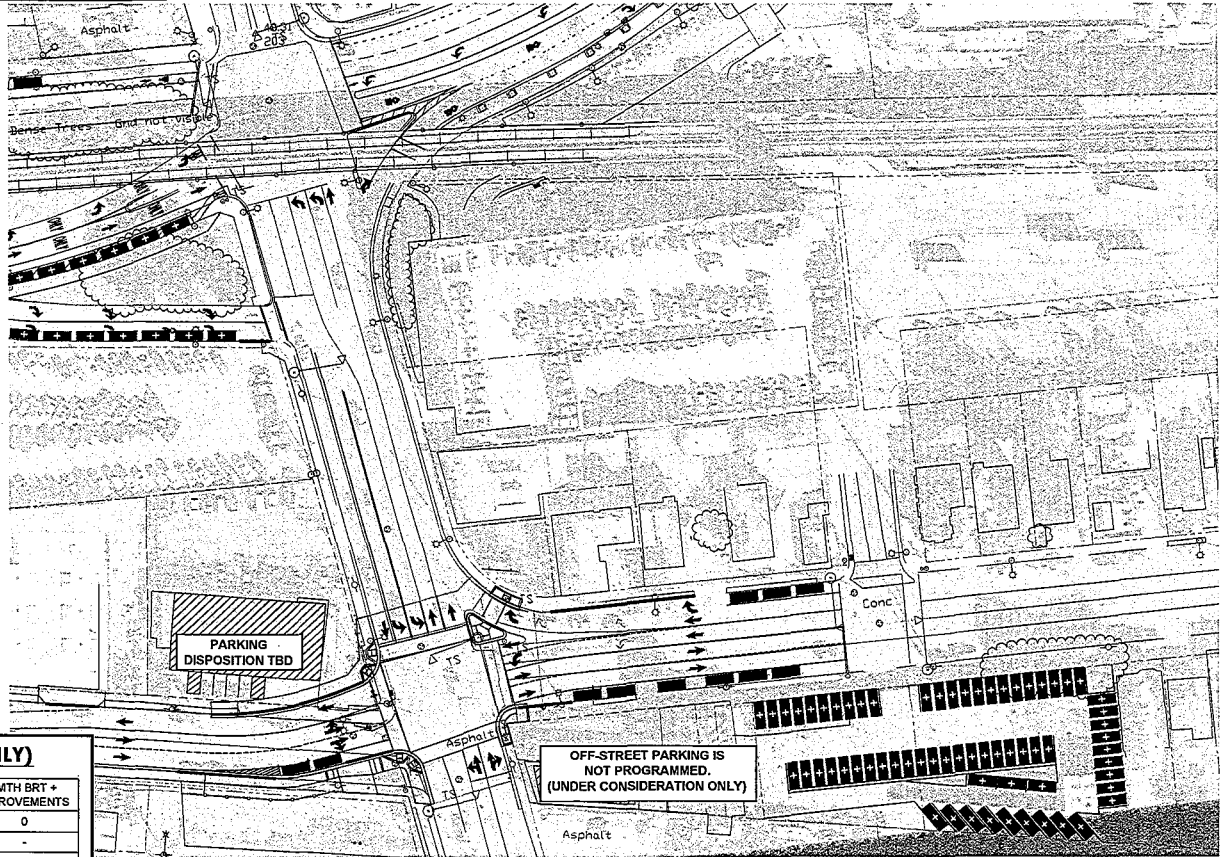
LEGEND	
	EXCLUSIVE BRT LANE
	SHARED BRT LANE
	HIGH VISIBILITY CROSSWALK
	BRT STATION
	LANDSCAPED MEDIAN ISLAND
	STRIPED MEDIAN ISLAND
	EXISTING CURB LINE
	CONCRETE PAVEMENT/GUTTER
	LANE LINE
XX	BUS LINE TO REMAIN AT BUS STOP
(XX)	BUS LINE TO BE REMOVED AT BUS STOP
	DIRECTION OF TRAFFIC
	SHARROW LEGEND
	TRAFFIC SIGNAL, EXISTING
	TRAFFIC SIGNAL, NEW PROPOSED
	PARKING, PASSENGER LOADING
	PARKING, UNCONTROLLED
	PARKING, LOADING
	PARKING, CONTROLLED
	PARKING, ADA
	PARKING, METERED
	PARKING, SHORT TERM
	RED CURB
	(removed parking)
	(added parking)

BRT PARKING IMPROVEMENT PLAN BID PACKAGE 2 - "FRUITVALE BYPASS"

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
 EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

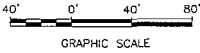
August 11, 2014



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	WITH BRT IMPACTS	WITH BRT + IMPROVEMENTS
UNCONTROLLED	22	12	0
CONTROLLED	-	-	-
METERED	0	0	25
LOADING	2	0	0
ADA	-	-	-
	24	12	25
OFF-STREET LOT (BID ALTERNATE)			65
			90

EXHIBIT B 2 OF 2



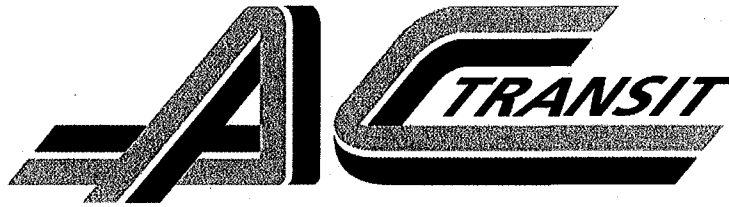
**BID PACKAGE #2
PARKING MITIGATION LOTS AND
FRUITVALE BYPASS PROJECT**

MERCHANT ENGAGEMENT SUMMARY

**BUSINESS IMPACT
MITIGATION PLAN
BP #2**

The Merchant Engagement Matrix below summarizes the frequency and number of engagements conducted with community stakeholders in the areas where bid package #2 construction will be performed. These stakeholders are comprised of merchant associations, business improvement districts, community based organizations, elected officials, faith-based organizations, schools, tenant associations, individual businesses and enterprises and residents of the areas. In many cases direct, 1:1 engagement was conducted such as the Summer 2014 Bypass Project Coordination meetings in which separate individual meetings were conducted with Union Pacific Railroad, Epic Charter School, Norton Factory Studios, Blank & Cable and Guadalajara Restaurant. In addition, group community meetings such as the Fruitvale Bypass Project Meeting in August 2014 were held at various times during the past 2 years in these two sectors the corridor (Fruitvale and Elmhurst), most of which were interactive and sought feedback and input from stakeholders. These types of meetings presented a range of topics from a general project overview to design review on station architecture, functional needs access, integrated art enhancement, parking mitigation and business impact identification and resolution.

PROJECT AREA	BLOCK DESCRIPTION	NEIGHBORHOOD - DISTRICT AREA	Spring 2012 Outreach Campaign - Community Meetings	Fall 2012 Outreach Campaign - Community Meetings	Spring 2013 Outreach Campaign - Community Meetings	Winter 2013 Outreach Campaign - Nov Dec 2013 Merchant Survey / Interviews	Winter 2013 Outreach Campaign - Community Meetings	Spring 2014 Outreach Campaign - Councilmember Walkthroughs	Summer 2014 - Merchant Outreach Program - Fruitvale	Summer 2014 - Bypass Project Coordination Meetings	Summer 2014 - Merchant Outreach Program - Fruitvale Bypass Project	Summer 2014 - Merchant Outreach Program - Broadway Sector	Summer 2014 - Merchant Outreach Program - Elmhurst - Hegenberger
Fruitvale Parking Mitigation lot	35th Ave, just off Int'l Blvd.	Fruitvale	X	X	X	X	X	X	X		X	X	
Fruitvale Bypass Project	From the Intersection of Derby Ave and Int'l Blvd. along Derby Ave. to 10th St and then along 10th St to the intersection of Fruitvale Ave and San Leandro St and along San Leandro St. to 33rd Ave.	Fruitvale	X	X	X	X	X	X	X	X	X	X	
Elmhurst Parking Mitigation lot*	Corner of Auseon Ave and Int'l Blvd. vic. 86th Ave	Fruitvale		X		X	X	X				X	X
* = in addition, several 1:1 meetings were held with representatives of Allen Temple Baptist Church regarding the parking lot.													



East Bay Bus Rapid Transit

Technical Memorandum

PARKING IMPACT REPORT

Task No. 27.1.4

Prepared by

Parsons and Fehr & Peers

October 13, 2014

For

Alameda-Contra Costa Transit District

ATTACHMENT D

Document Description

Client	Alameda-Contra Costa Transit District
Contract Number	2011-1177
Document	Parking Impact Mitigation Report
Related Task / WBS Number	Task 27.1.4
Date Document Issued	May 20, 2014

Version Control

Version Number	Date	Description of Change	Author
0-1	6-3-13	Original Draft Document	CV
0-2	6-5-13	Incorporate PMCM comments in revised Draft	CV
0-3	6-20-13	Revise Table 2 and add Methodology	RSP
0-4	6/24/13	Added Parking Exhibits	RSP
0-5	7/19/13	Updated per Oakland comments	RSP
0-6	7/23/13	San Leandro Street site revisions	CV
0-7	4/14/14	3/5/14 GAD revisions	CV
0-8	4/18/14	Incorporate comments on previous draft	CV
0-9	4/22/14	Incorporate comments received 4/18/14	CV
0-10	5/16/14	Updated per Oakland comments of 5/12/14	CV
0-11	5/20/14	Updated per Oakland comments of 5/19/14	CV
0-12	10/14/14	Attached new Exhibits A-E prepared Fehr & Peers	CAC

TECHNICAL MEMORANDUM
Parking Impact Report

Table of Contents

1.	Executive Summary	1
2.	Introduction.....	1
	A. Guiding Principles.....	1
3.	Parking Baseline	2
	A. Project Description.....	3
	B. Existing Parking Characteristics	3
	C. Cause of Parking Impacts (displaced parking).....	4
	D. Parking Displaced during Construction	4
	E. Parking Mitigation Requirements	5
4.	Parking Realignment Methodology	6
	A. Key definitions	6
	B. Metered Parking.....	7
	C. Commercial Loading Zones	7
	D. Passenger Loading Zones.....	7
	E. Accessible Parking	7
	F. Controlled Parking	7
	G. Uncontrolled Parking	8
	H. Distance to Replacement Parking	8
5.	Oakland Condition of Approval (COA) IIA, B, and C.....	8
	A. San Antonio District.....	8
	B. Fruitvale District	9
	C. Elmhurst District	10
6.	Mitigations in San Leandro.....	10
7.	References.....	10
8.	Exhibits	11

TECHNICAL MEMORANDUM Parking Impact Report

1. Executive Summary

This document presents the implications to on-street parking, the strategies used to minimize parking impacts, and ultimately the post-Project parking plan.

Besides keeping the community informed on parking impacts, this document also responds to mitigation commitments presented in the Project's Final Environmental Impact Statement/Report (FEIS/R) and resulting federal Record of Decision (ROD) and also to the City of Oakland and City of San Leandro Conditions of Approval (COA). Consideration is also given to the input and findings from the Parking Design Basis Memorandum and the Off-Street Parking Lot Site Selection Memorandum as well as comments received from the City of Oakland and City of San Leandro upon review of the geometric approval drawings (GADs) dated March 5, 2014.

2. Introduction

Alameda – Contra Costa Transit District (AC Transit) is in final design for the East Bay Bus Rapid Transit Project (Project) and, in collaboration with partner agencies, AC Transit has been working diligently to ensure that community feedback is incorporated into the on-going design process. The Project generally creates dedicated bus lanes through the corridor (except in San Leandro) that connect to stations either on the median or along the curb creating a transit-rich environment and enhancing pedestrian mobility and safety. Features built into the Project will contribute to greater quality of life including: better security through closed circuit cameras and pedestrian-scale lighting, safer street crossings with curb extensions and signal controls, and bicycle lane and parking accommodations.

"The impetus for this International Boulevard Transit-Oriented Development (TOD) Plan is to leverage a planned Bus Rapid Transit (BRT) system – which would extend across multiple cities and run along the full length of International Boulevard on its route, with multiple stops along the corridor – to improve conditions along the street itself and in surrounding neighborhoods. Construction of the BRT system is expected to bring millions of dollars of new investment in infrastructure to the corridor and result in significant physical improvements to the street. This TOD Plan creates the opportunity to restore International Boulevard and the surrounding area back to the vital and beautiful neighborhoods that they once were."
– City Of Oakland International Boulevard Transit Oriented Development Plan.

Providing these improvements will require tangible changes, such as the availability of parking spaces and the overall efficiency of the area's parking program. The Parking Impact Mitigation Report is one of the many products that AC Transit is using to keep stakeholders informed of the Project.

A. Guiding Principles

This document supports final design of the Project for AC Transit but more importantly it supports several guiding principles for establishing a cohesive post-Project parking plan including:

- Support the vision of a diverse environment with distinct and well-connected places along the BRT corridor.
- Keep parking solutions flexible along the corridor to address changing activities as the area evolves over time.
- Balance parking needs with freight mobility, access and loading/unloading.
- Support parking strategies that address adjacent neighborhood impacts.

The remainder of this document will present the parking baseline and establish the framework from which parking mitigation will occur.

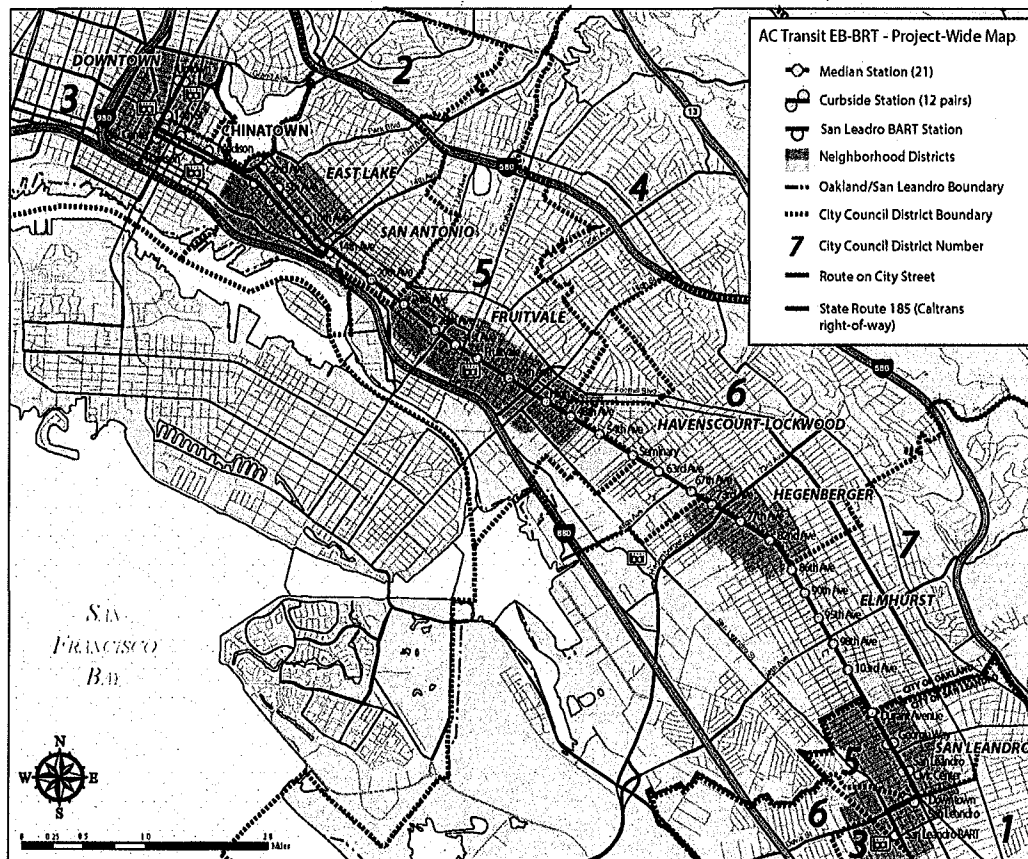


Figure 1: Project Location

3. Parking Baseline

Exhibit A attached to this document shows the existing parking inventory, identifies the parking spaces displaced by the Project, and shows the parking spaces added by the Project. Today there are 2,277 parking spaces and after the Project is constructed there will be 1,657 spaces which represent about a 28% reduction in parking along the corridor prior to parking improvements under consideration by the City of Oakland. Corridor-wide, the inventory of spaces within the Project footprint is given in Table 1 below for the segments reported in the FEIS/R as well as the Fruitvale Bypass. These segments are:

- Downtown – from Broadway to Lake Merritt Boulevard
- East Oakland – from Lake Merritt Boulevard to Durant Boulevard
- Fruitvale Bypass – on San Leandro Street from 33rd Ave along E 10th Street to Derby Avenue
- San Leandro – from Durant Boulevard to San Leandro BART

Segment	BEFORE	AFTER	
	within Project footprint	within Project footprint	parking lots or other new ¹
Downtown	261	241	1
East Oakland	1760	1173	64
Fruitvale Bypass	88	51	0
City of San Leandro	168	127	0
Total	2,277	1,592	65

¹ New spaces will result where parallel parking is converted to diagonal parking, where bus stops are removed, or where parking lots are constructed.

Table 1: Parking Baseline Summary

A. Project Description

The Project consists of implementing bus rapid transit (BRT), generally with dedicated lanes, along a 9.5-mile corridor through the cities of Oakland and San Leandro in Alameda County, California, and of that about 8.1 miles are located in the City of Oakland. The route will start on Broadway in downtown Oakland, generally following 12th and 11th Streets in downtown Oakland, International Boulevard in East Oakland, and East 14th Street and Davis Street in San Leandro, terminating at the San Leandro Bay Area Rapid Transit (BART) station. The Project location is shown in Figure 1.

BRT elements include: dedicated transit lanes; light rail-like stations with level boarding and passenger amenities such as lighting, safety and security systems, and seating; transit signal priority at intersections with traffic signals; self-service, proof-of-payment fare collection with fares collected off the bus; and streetscape and landscape changes. Service would be provided using 60-foot, low-floor articulated hybrid diesel-electric buses operating at high frequencies.

Associated with the Project comes the opportunity for corridor transformation following the guidance of the International Boulevard Transit Oriented Development Plan such as pedestrian access changes incorporated into the Project – curb extensions to shorten pedestrian crossing distances, consistent and regular pedestrian crossings, traffic signals with enhanced accessibility features such as crossing time countdown, and additional and high-visibility crosswalks with pedestrian-scale safety lighting.

B. Existing Parking Characteristics

Parking characteristics along the Project corridor differ by neighborhood, by block, and at times within a single block. Parking signage, how long visitors and employees can park and the organization of the on-street system is confusing. This has created an inefficient parking system and leads to conflicts between employees, residents, and customers and provides opportunities for non-corridor-based parkers to “poach” parking.

Often, the on-street parking on the corridor is unregulated, that is, parking is uncontrolled and one outcome is that people park and take transit during the day to avoid parking costs elsewhere. These are parking spaces that could be used to support the needs of customers and visitors to the corridor. Another outcome of an inefficient parking system is that the unregulated on-street parking is parked with employees and so corridor parking is unavailable to customers and visitors.

The Fruitvale District has a unique parking characteristic because of the BART station located in the Fruitvale District. The demand for parking at this station outnumbers the available commuter-dedicated parking in the area and so unregulated parking spaces in the area around the station are often used by commuters as all-day parking to facilitate BART trips.

C. Cause of Parking Impacts (displaced parking)

The Project will change the parking configuration either directly by the Project features such as at stations and reconfigured intersections or indirectly because of parking replacement or other mitigation. While AC Transit will work to minimize parking displacement, the loss of some parking is unavoidable.

Constructing the Project (transitway and stations) in the existing roadway without widening requires the conversion of traffic lanes to transit (for example, one lane in each direction of travel where dedicated transit lanes are planned) and, in limited instances, the removal of street features, such as existing medians. It also requires parking reconfiguration in some areas. Curbside parking at intersections and in the vicinity of stations may be displaced to provide for traffic lane transitions and room for left- and right-turn lanes, bike lanes, pedestrian facilities and station platforms.

Many of the features that contribute to the desirable corridor transformation and improve walkability also impact parking spaces. Curb extensions and additional crosswalks in some cases require changing parking. Stations provide median refuges for pedestrians crossing the street, but can change the space available for parking. In limited instances bike lanes also require width that could otherwise be used for parking.

D. Parking Displaced during Construction

Three construction contracts or bid packages will be issued.

- Bid Package 1 includes relocation of utilities that would otherwise be in conflict with Project features.
- Bid Package 2 includes improvements to San Leandro Street to alleviate traffic impacts on International Boulevard.
- Bid Package 3 includes construction of the Project including: remaining utility relocation, pavement reconstruction, platform construction and striping operations along the length of the corridor.

The first two packages will mainly create temporary parking impacts, and typically for short durations of three to four weeks. Complete information on short term parking impacts and mitigations will be contained in the Business Impact Mitigation Plan.

With Bid Package 3, some existing parking spaces will be temporarily and/or permanently displaced during construction activities, although not all at the same time. Existing bus stops will also be relocated to continue service in accordance with the construction staging and these stop relocations may require temporary removal of on-street parking. Allowable temporary displacement of parking spaces due to the contractor's construction activities will be identified in the specifications for each bid package with associated working days and liquidated damages.

Mr. Joseph Robinson, AC Transit's Superintendent for Transportation/Operations Control Center, will determine which stops will be closed and the final temporary relocation. The contractor will be required to notify AC Transit 10 days prior to any work activity requiring a bus stop closure. Notice will be given to adjacent businesses and residents as well, in accordance with the Business Impact Mitigation Plan.

E. Parking Mitigation Requirements

Final Environmental Impact Statement/Environmental Impact Report

The Project will displace on-street parking along the Project's alignment, mainly International Boulevard/East 14th Street and 11th and 12th Streets, to provide for the dedicated bus lane and/or other related changes. The FEIS/R¹ established that on-street parking on much of the corridor was under-utilized and so the Project would not cause an adverse parking impact for many neighborhoods. This determination was based on the Urban Land Institute which recommends that balanced parking systems in commercial areas have 85 percent parking utilization which means that 85 percent of the available parking spaces are occupied with a parked car and the remaining 15 percent of the spaces are available for parking. The FEIS/R did, however, establish that the Fruitvale and Elmhurst districts have high parking occupancy levels and possibly limited opportunities for other parking, and therefore replacement off-street parking is proposed. The FEIS/R also recognized revenue loss from displaced parking meters and stipulated that metered spaces should be replaced on a one for one basis. AC Transit, as the lead agency, is responsible for mitigating the loss of on-street parking attributable to the Project.

Oakland Conditions of Approval

The Oakland City Council, upon adopting a resolution² approving the Project, included in its Conditions of Approval (COA) a requirement for off-street parking to mitigate the on-street parking space removal in the San Antonio district, in addition to the Fruitvale and Elmhurst districts. This mitigation could be provided by a parking lot near International Boulevard and 20th Avenue. The COA also stipulates that any revenue from meters or parking lot control systems will be collected by the City of Oakland. The COA was clarified in August 2013 in a conformance document attached to the BRT Master Cooperative Agreement between Oakland and AC Transit to indicate specific standards for meeting the COA.

In its responses to the FEIS/R and the Oakland COA, AC Transit made a commitment to provide two parking lots--one each in the Fruitvale and Elmhurst districts. Conditional Use Permits (CUP) are in process to fully assess the effects of parking lot development.

The San Antonio district did not meet the FEIS/R criteria established to justify acquisition and construction of a parking lot under the BRT Project. AC Transit will nonetheless strive to replace lost parking in the area on a 1:1 basis to the maximum extent practicable. This includes, but is not limited to, conversion of parallel parking to diagonal parking.

AC Transit has and will continue to coordinate with the city and local businesses and residents throughout final design on the parking strategy, including the number and location of spaces to be developed. For example, suitable replacement non-metered parking stalls may be converted to metered parking spaces to mitigate a displaced metered parking stall. Mitigation includes provisions to coordinate and confirm with businesses the disposition of all displaced and replaced on-street parking stalls, metered spaces, white zones, blue zones, green zones, yellow loading zones and controlled spaces prior to finalizing the design.

San Leandro Conditions of Approval

The San Leandro City Council adopted a resolution on July 16, 2012 identifying an updated Locally Preferred Alternative, including certain provisions. COA III stipulated that AC Transit shall as soon as possible explore the means and feasibility of extending BRT along the length of East 14th Street to Bay

¹ Alameda-Contra Costa Transit District. *AC Transit East Bay Bus Rapid Transit Project: Final Environmental Impact Statement/Environmental Impact Report*. January 2012.

² Oakland City Council Resolution No. 84016 C.M.S., adopted July 17, 2012

Fair BART. This segment was evaluated and after discussions with the City, it was determined that the traffic and parking impacts were too severe.

4. Parking Realignment Methodology

As noted in the FEIS/R parking systems are balanced when a driver is able to find an available parking space without excessive travel searching for an open space. Excessive travel can increase corridor traffic congestion and unnecessarily add traffic to side streets as drivers search for available parking. The Urban Land Institute recommends that balanced parking systems in commercial areas have 85 percent parking utilization which means that 85 percent of the available parking spaces are occupied with a parked car and the remaining 15 percent of the spaces are available for parking.

While this approach was used in the FEIS/R it became apparent through one-on-one meetings held in the East Lake, San Antonio, and Fruitvale neighborhoods that parking along the corridor is constrained and that one for one parking replacement was desirable. This approach goes beyond the methodology in the FEIS/R for parking mitigation and will be used as the basis to establish parking improvements. to offset corridor parking losses.

The Business Impact Mitigation Plan documents AC Transit's commitments, including the parking impact mitigation identified in this Parking Impact Report.

The City of Oakland is conducting an independent Parking Analysis for the BRT Project corridor based on the parking realignment methodology outlined in this section. This assessment will complement the Parking Impact Report by first validating the inventory, methodology and proposed changes to existing parking therein. The Parking Analysis will also provide expanded information on various existing parking programs and demand to assist transportation planners with the task of optimizing parking and controls on the modernized corridor. The Parking Analysis will be part of scheduled stakeholder engagement programs aimed at producing parking improvements that conforms to the Oakland Conditions of Approval and provides the best possible outcome for continued vehicular access to corridor offerings.

A. Key definitions

Accessible parking: An accessible parking space is one that is marked with blue curb to allow convenient access for persons with disabilities.

Commercial loading zone: A commercial loading zone is a space marked with yellow curb to allow temporary parking while actively loading or unloading goods for a commercial establishment.

Controlled parking: A controlled parking space is one where parking is restricted, usually by time. The restrictions may be effective between certain hours or for a specific duration, say one or two hours. Short-term time-limited spaces, say 12 minutes, are marked with green curb.

Displaced: A displaced parking space is one that is no longer available in its original type.

Existing parking: Existing parking is counted on the Project's alignment and those side streets where the lane configuration is changed by the Project.

Lost parking: A lost parking space is one that is displaced and not replaced within the corridor. A negative number of spaces lost indicate a net gain.

Metered parking: A metered parking space is one that requires payment to legally park in the space. Payment may be by individual meter or by pay station.

Mitigation: Actions to replace parking in order to comply with the FEIS/R and the COAs.

Passenger loading zone: A passenger loading zone is a space designated by signage and white curb to allow temporary parking while actively picking up or dropping off passengers.

Replaced parking:

Added—these are parking spaces that did not previously exist, including spaces available due to removal of an existing bus stop, spaces created by converting parallel parking to diagonal parking, or spaces provided in a parking lot made available to the public as part of the Project. Changed/Converted—these are parking spaces that changed in use, such as converting an uncontrolled or controlled space to a metered space, changed in the level of time restriction, or changed in the level of occupancy, such as uncontrolled spaces on side streets that are used to meet mitigation requirements.

Uncontrolled parking: – An uncontrolled parking space is unrestricted as to parking type and duration. An uncontrolled parking space may still have limited restrictions such as for street cleaning or to restrict overnight parking.

B. Metered Parking

Metered parking spaces will be replaced on a one-to-one basis so that there will be no revenue impact to the City of Oakland. COA II stipulates that any revenue from meters or parking lot control systems installed by the Project will be collected by the city. Suitable replacement non-metered parking spaces will be converted to metered parking spaces to mitigate a metered parking space removed by the Project. Metered parking spaces will not be placed in residential neighborhoods, unless metered parking already exists. AC Transit will advise businesses adjacent to new metered parking.

C. Commercial Loading Zones

Commercial loading zones will be replaced on a one-to-one basis and the replacement space will be prioritized for the closest available parking space and for the same block face or adjacent side street. The location of replacement loading zones will be finalized in consultation with local businesses.

D. Passenger Loading Zones

Passenger loading zones will be replaced on a one-to-one basis and the replacement space will be prioritized for the closest available parking space and for the same block face or adjacent side street to facilitate the drop off and pick up of passengers for the intended use.

E. Accessible Parking

ADA accessible parking spaces, identified by blue curb, will be replaced on a one-to-one basis and the replacement space will be prioritized for the closest available parking space and for the same block face or adjacent side street. The location of the replacement accessible parking space will be finalized in consultation with local businesses.

F. Controlled Parking

Controlled or time-limited parking spaces will be replaced on a one-to-one basis. Controlled parking will be located in areas where parking turnover is important for businesses. Controlled parking will not be placed in residential neighborhoods, unless controlled parking already exists.

G. Uncontrolled Parking

Uncontrolled parking spaces will be replaced on a one-to-one basis.

H. Distance to Replacement Parking

Where feasible, parking replacement spaces will be identified within 200 feet of the displaced space, but no greater than 500 feet from the displaced space.

5. Oakland Condition of Approval (COA) IIA, B, and C

This section of the document addresses three specific areas referenced in the City of Oakland's COA II including San Antonio, Fruitvale, and Elmhurst. COA IIA, B and C require off-site parking lots if mitigation on the side streets is insufficient to achieve 1:1 replacement of displaced parking within the San Antonio District, defined as between 18th Avenue and 23rd Avenue; the Fruitvale District, defined as between Fruitvale Avenue and 38th Avenue; and the Elmhurst District, defined as between 82nd Avenue and 87th Avenue. On-street mitigation to achieve 1:1 replacement in San Antonio and Fruitvale can only be achieved by converting side-street uncontrolled spaces to controlled parking..

A. San Antonio District

The results of the existing inventory and analysis in the San Antonio District are shown in Table 2. The table compares the existing parking spaces, the displaced parking spaces, and the post-Project mitigation. Today, this segment of the corridor has 115 parking spaces. After the Project, by utilizing 36 underutilized spaces on side streets and converting 9 parallel to 16 angled parking spaces, there will be 115 parking spaces. No loading zones are displaced by the BRT Project in the San Antonio. Total mitigation of 43 spaces meets COA IIA requirement.

Segment	Existing Inventory							Net Displaced Inventory within Project Footprint							Mitigation	
	Parking spaces within footprint	Passenger Loading	Uncontrolled	Loading	Controlled	ADA Accessible	Metered	BRT displaced parking spaces	Passenger Loading	Uncontrolled	Loading	Controlled	ADA Accessible	Metered	Mitigation on side streets	Planned Parking lot Size
San Antonio	115	5	51	8	20	0	31	43	2	25	0	5	0	11	43	0

Table 2: San Antonio District Parking Summary

B. Fruitvale District

The results of the existing inventory and analysis in the Fruitvale District are shown in Table 3. The table compares the existing parking spaces, the displaced inventory, and the post-Project mitigation. Today, this segment of the corridor has 123 parking spaces. After the Project, with the construction by the Project of a 21-space parking lot and by utilizing 23 underutilized spaces on side streets, there will be 131 parking spaces. Total mitigation of 44 spaces exceeds COA II.B requirement.

	Existing Inventory							Net Displaced Inventory within Project Footprint							Mitigation	
Segment	Parking spaces on BRT route	Passenger Loading	Uncontrolled	Loading	Controlled	ADA Accessible	Metered	BRT displaced parking spaces	Passenger Loading	Uncontrolled	Loading	Controlled	ADA Accessible	Metered	Mitigation on side streets	Planned Parking Lot Size
Fruitvale	123	3	11	4	10	0	95	36	0	11	3	1	0	21	23	21

Table 3: Fruitvale District Parking Summary

C. Elmhurst District

The results of the existing inventory and analysis in the Elmhurst District are shown in Table 4. The table compares the existing parking spaces, the displaced inventory, and the post-Project mitigation. Today, this segment of the corridor has 81 parking spaces. After the Project, with the construction of a 16-space parking lot, there will be 82 parking spaces. No loading zones are displaced by the BRT Project in the Elmhurst District. Total mitigation of 16 spaces exceeds COA II.C requirement.

Segment	Existing Inventory							Net Displaced Inventory within Project Footprint							Mitigation	
	Parking spaces on BRT route	Passenger Loading	Uncontrolled	Loading	Controlled	ADA Accessible	Metered	BRT displaced parking spaces	Passenger Loading	Uncontrolled	Loading	Controlled	ADA Accessible	Metered	Mitigation on side streets	Planned Parking Lot Size
Elmhurst	81	0	47	3	30	1	0	15	0	17	0	-2	0	0	0	16

Table 4: Elmhurst District Parking Summary

6. Mitigations in San Leandro

The Project in San Leandro will displace two metered parking spaces, one accessible parking space, and 35 controlled parking spaces. The accessible parking space will be replaced through discussions with the applicable stakeholders and the two meter parking spaces will be relocated to an adjacent side street with commercial development. In addition, 24 uncontrolled parking spaces on the side streets, also in front of commercial development, will be repurposed to control parking such that the net loss of controlled parking spaces will be eleven. The resultant occupancy level is less than 85 percent; therefore no other mitigation is needed or proposed in San Leandro.

7. References

Alameda-Contra Costa Transit District. *AC Transit East Bay Bus Rapid Transit Project: Final Environmental Impact Statement/Environmental Impact Report*. January 2012.

Oakland City Council Resolution No. 84016 C.M.S., adopted July 17, 2012

San Leandro City Council Resolution No. 12-373, adopted July 16, 2012

Urban Land Institute and National Parking Association, *The Dimensions of Parking, 4th Edition*, 2000. As cited in FEIS/R.

8. Exhibits

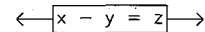
- Exhibit A: Existing, Displaced, and Added Parking District 3(Oakland)
- Exhibit B: Existing, Displaced, and Added Parking District 2 (Oakland)
- Exhibit C: Existing, Displaced, and Added Parking District 5 (Oakland)
- Exhibit D: Existing, Displaced, and Added Parking District 6 (Oakland)
- Exhibit E: Existing, Displaced, and Added Parking District 7 (Oakland)
- Exhibit F: Existing, Displaced, and Added Parking (City of San Leandro)

**ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT**























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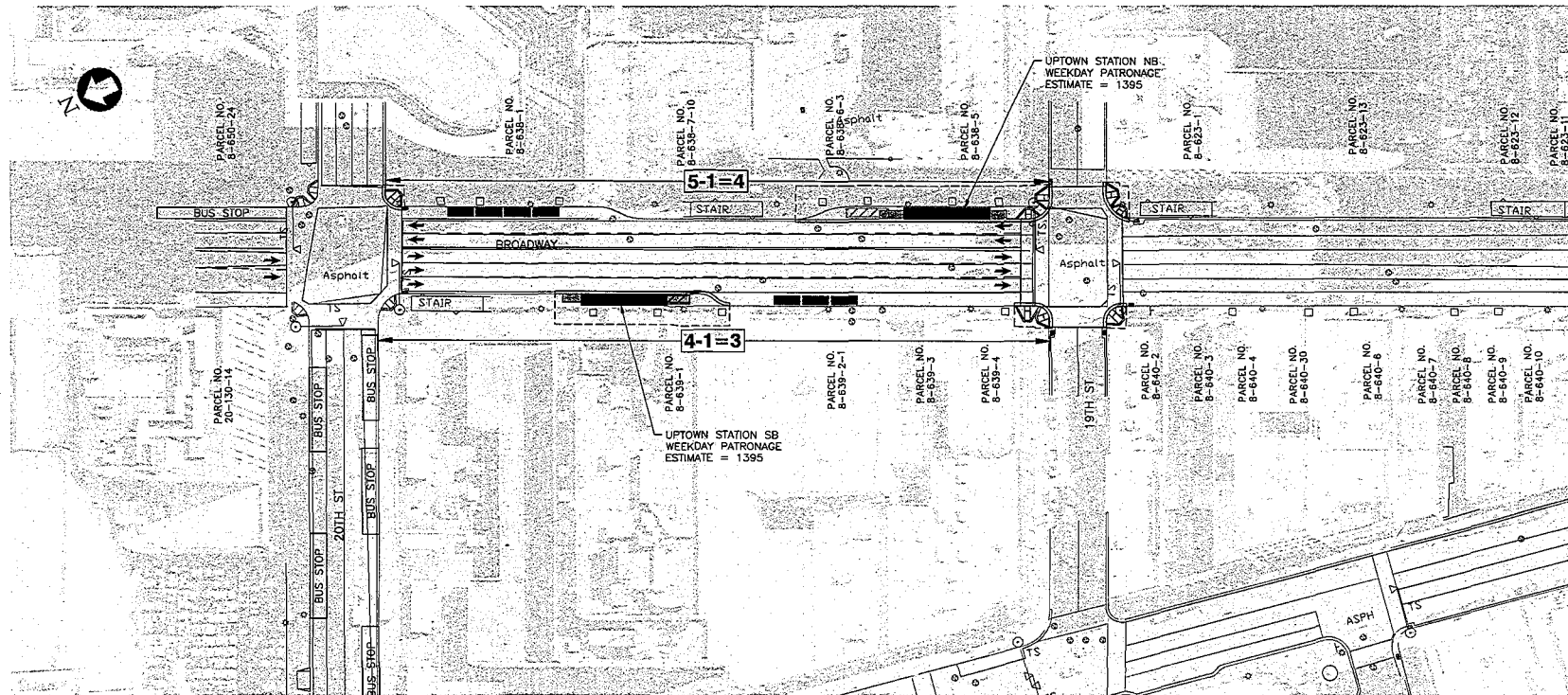
September 26, 2014

KEY:



x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

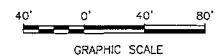
- | | | | |
|---|------------------------------------|---|------------------------------|
|  | EXCLUSIVE BRT LANE |  | DIRECTION OF TRAFFIC |
|  | SHARED BRT LANE |  | SHARROW LEGEND |
|  | HIGH VISIBILITY CROSSWALK |  | TRAFFIC SIGNAL, EXISTING |
|  | BRT STATION |  | TRAFFIC SIGNAL, NEW PROPOSED |
|  | LANDSCAPED MEDIAN ISLAND |  | PARKING, PASSENGER LOADING |
|  | STRIPED MEDIAN ISLAND |  | PARKING, UNCONTROLLED |
|  | EXISTING CURB LINE |  | PARKING, LOADING |
|  | CONCRETE PAVEMENT/GUTTER |  | PARKING, CONTROLLED |
|  | LANE LINE |  | PARKING, ADA |
| xx | BUS LANE TO REMAIN AT BUS STOP |  | (removed parking) |
| | BUS LANE TO BE REMOVED AT BUS STOP |  | PARKING, METERED |
| (xx) | |  | (added parking) |
| | |  | PARKING, SHORT TERM |



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	1	0	1	0
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	7	0	0	7
COMMERCIAL LOADING	1	0	1	0
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	9	0	2	7

EXHIBIT A-1
(District 3)
1 OF 2



LEGEND

EXCLUSIVE BRT LANE
 SHARED BRT LANE
 HIGH VISIBILITY CROSSWALK
 BRT STATION
 LANDSCAPED MEDIAN ISLAND
 STRIPED MEDIAN ISLAND
 EXISTING CURB LINE
 CONCRETE PAVEMENT/CUTTER
 LANE LINE

XX BUS LINE TO REMAIN AT BUS STOP
 (XX) BUS LINE TO BE REMOVED AT BUS STOP

DIRECTION OF TRAFFIC
 SHARROW LEGEND
 TRAFFIC SIGNAL, EXISTING
 TRAFFIC SIGNAL, NEW PROPOSED
 PARKING, PASSENGER LOADING
 PARKING, UNCONTROLLED
 PARKING, LOADING
 PARKING, CONTROLLED
 PARKING, ADA
 PARKING, METERED
 PARKING, SHORT TERM
 (removed parking)
 (added parking)

KEY:

← x - y = z →

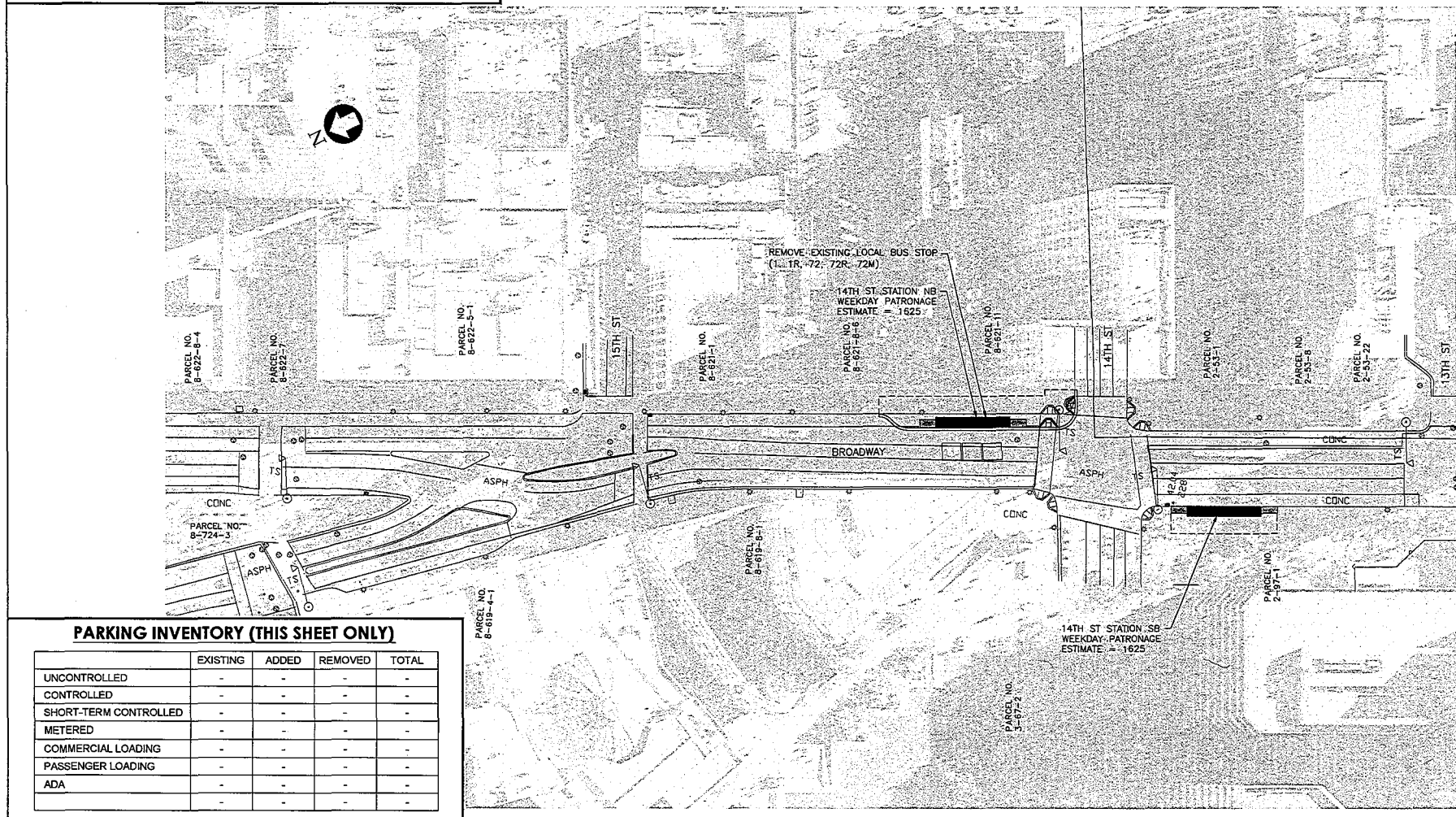
x = EXISTING PARKING
 y = CHANGE IN PARKING
 z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR PEERS

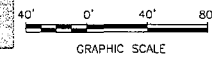
September 26, 2014



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	-	-	-	-
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-

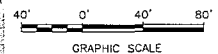
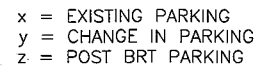
EXHIBIT A-2
(District 3)
2 OF 2



**ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT**

September 26, 2014

BRT PARKING IMPACT REPORT



	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	-	-	-	-
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	44	2	7	39
COMMERCIAL LOADING	7	1	2	6
PASSENGER LOADING	3	0	0	3
ADA	1	0	0	1
	55	3	9	49

LEGEND

EXCLUSIVE BRT LANE

SHARED BRT LANE

HIGH VISIBILITY CROSSWALK

BRT STATION

LANDSCAPED MEDIAN ISLAND

STRIPED MEDIAN ISLAND

EXISTING CURB LINE

CONCRETE PAVEMENT/GUTTER

LANE LINE

XX BUS LINE TO REMAIN AT BUS STOP

(XX) BUS LINE TO BE REMOVED AT BUS STOP

DIRECTION OF TRAFFIC

SHARROW LEGEND

TRAFFIC SIGNAL, EXISTING

TRAFFIC SIGNAL, NEW PROPOSED

PARKING, PASSENGER LOADING

PARKING, UNCONTROLLED

PARKING, LOADING

PARKING, CONTROLLED

PARKING, ADA

PARKING, METERED

PARKING, SHORT TERM

(removed parking)

(added parking)

KEY:

$x - y = z$

x = EXISTING PARKING

y = CHANGE IN PARKING

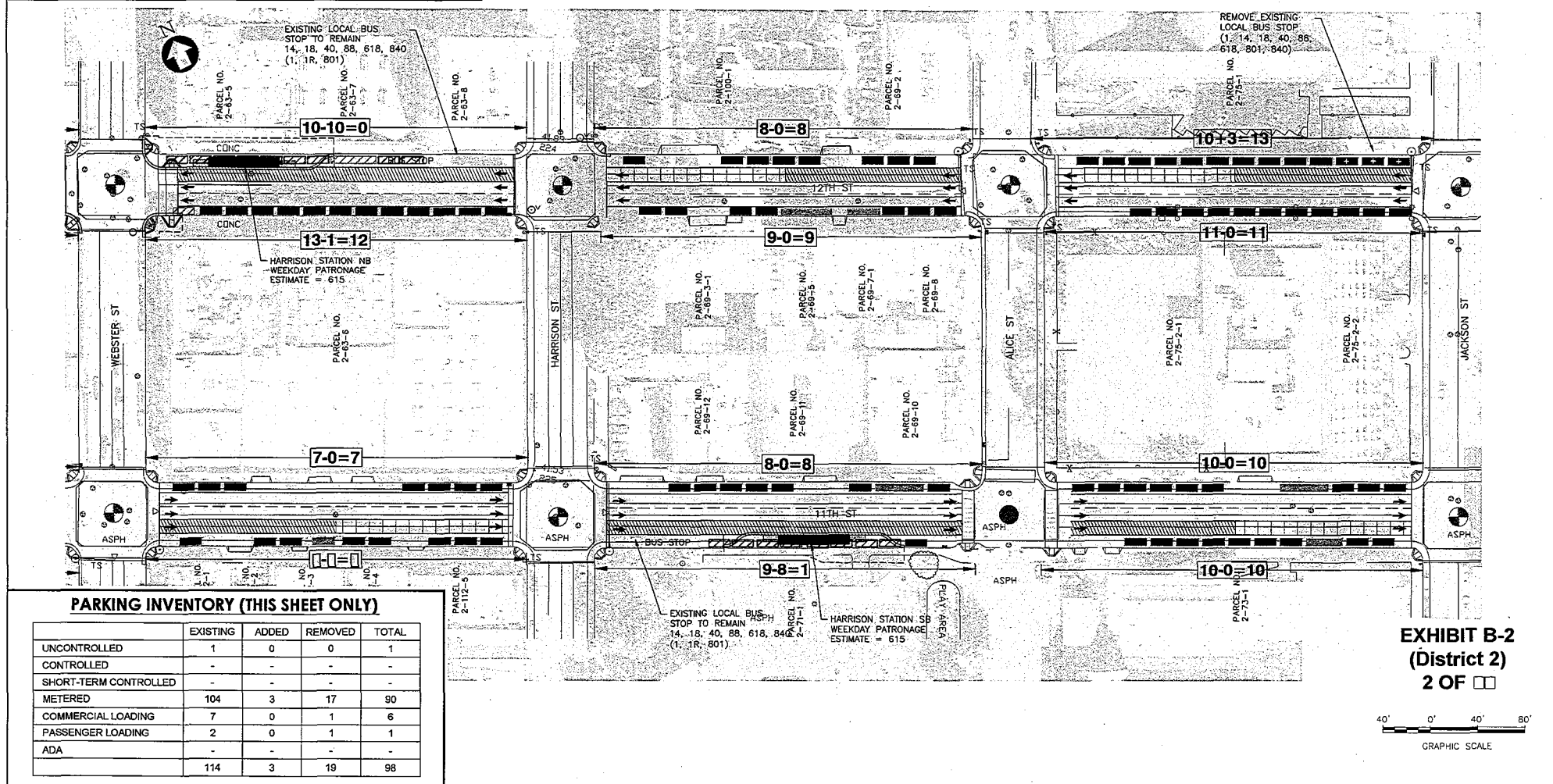
z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014



LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/OUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP

- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$x - y = z$

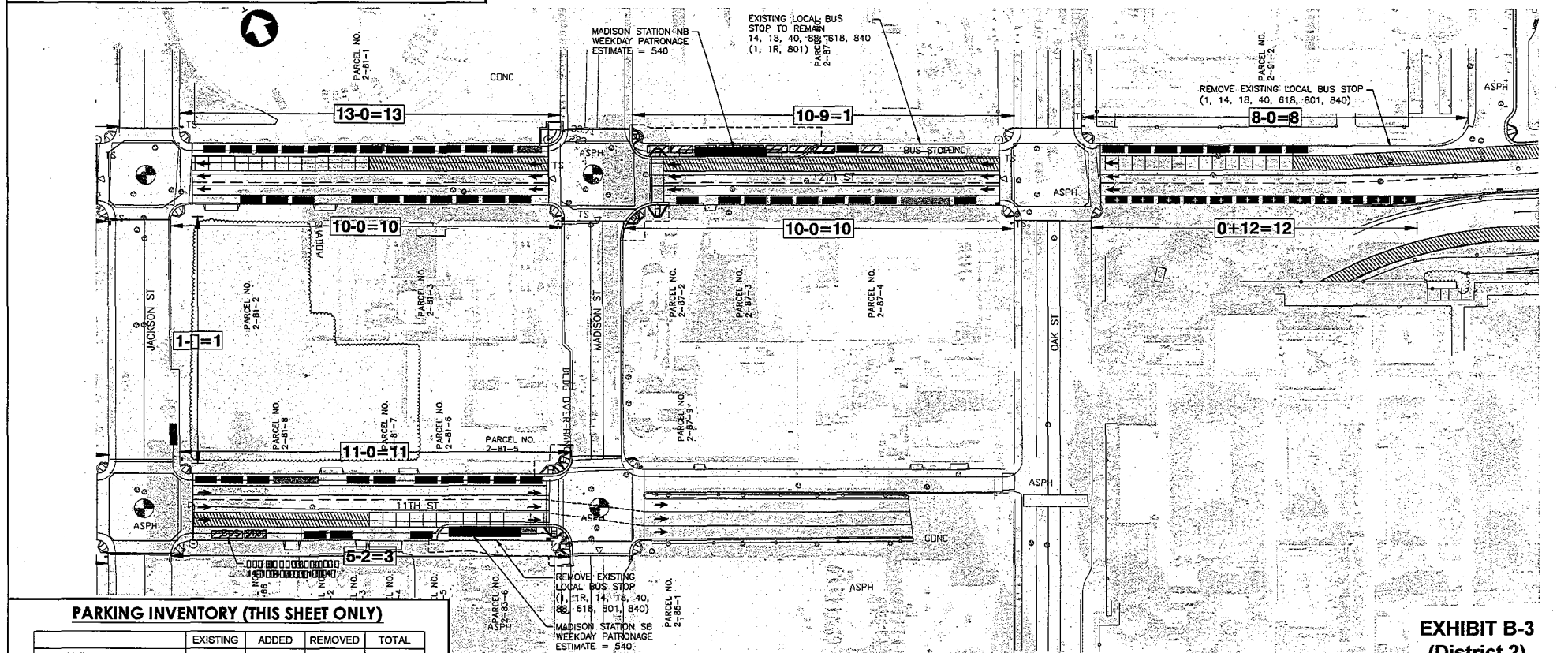
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	4	0	1	3
CONTROLLED	8	0	0	8
SHORT-TERM CONTROLLED	-	-	-	-
METERED	45	12	8	49
COMMERCIAL LOADING	3	0	0	3
PASSENGER LOADING	6	0	1	5
ADA	2	0	1	1
	68	12	11	69

EXHIBIT B-3
(District 2)
3 OF 11

40' 0' 40' 80'
GRAPHIC SCALE

September 26, 2014

GRAPHIC SCALE

LEGEND

EXCLUSIVE BRT LANE
 SHARED BRT LANE
 HIGH VISIBILITY CROSSWALK
 BRT STATION
 LANDSCAPED MEDIAN ISLAND
 STRIPED MEDIAN ISLAND
 EXISTING CURB LINE
 CONCRETE PAVEMENT/GUTTER
 LANE LINE

XX BUS LINE TO REMAIN AT BUS STOP
 (XX) BUS LINE TO BE REMOVED AT BUS STOP

DIRECTION OF TRAFFIC
 SHARROW LEGEND
 TRAFFIC SIGNAL, EXISTING
 TRAFFIC SIGNAL, NEW PROPOSED
 PARKING, PASSENGER LOADING
 PARKING, UNCONTROLLED
 PARKING, LOADING
 PARKING, CONTROLLED
 PARKING, ADA
 PARKING, METERED
 PARKING, SHORT TERM
 (removed parking)
 (added parking)

KEY:

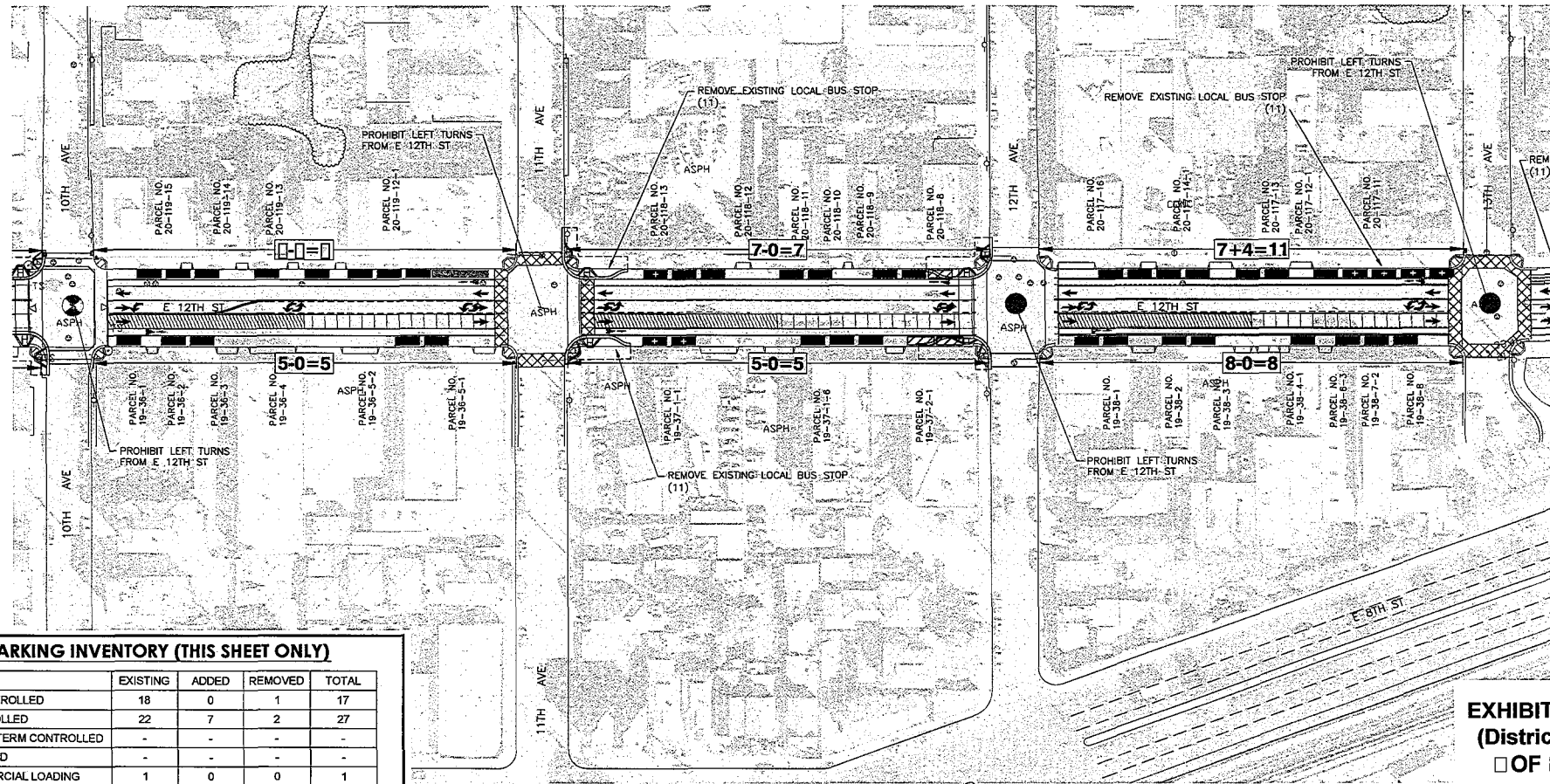
$\leftarrow x - y = z \rightarrow$
 x = EXISTING PARKING
 y = CHANGE IN PARKING
 z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

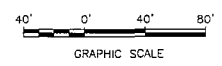
September 26, 2014



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	18	0	1	17
CONTROLLED	22	7	2	27
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	0	1
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	41	7	3	45

EXHIBIT B-□
(District 2)
□ OF □



LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$$\leftarrow x - y = z \rightarrow$$

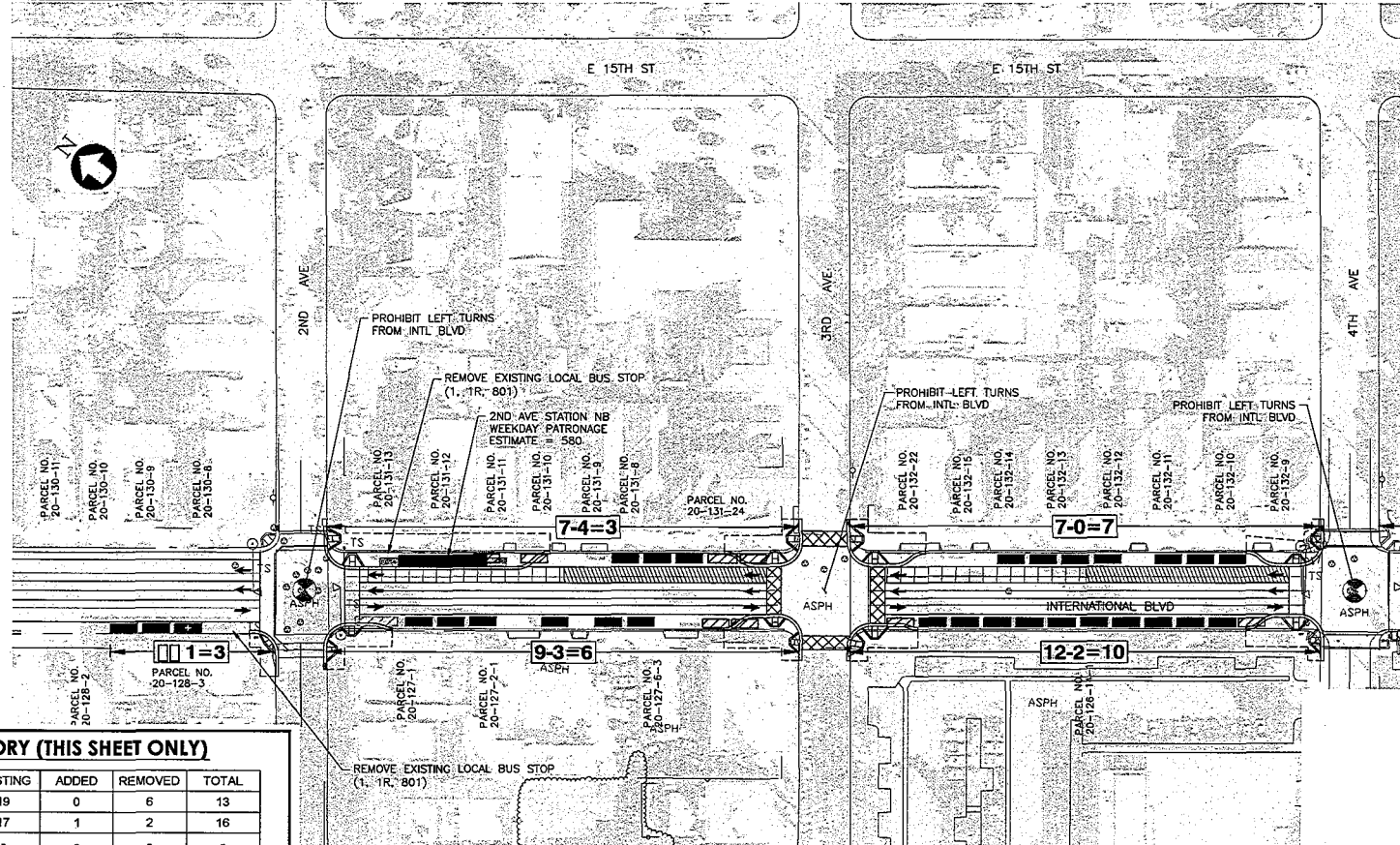
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

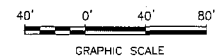


PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	19	0	6	13
CONTROLLED	17	1	2	16
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	1	0
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	37	1	9	29

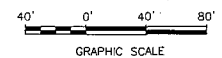
EXHIBIT B-☐
(District 2)

☐ OF ☐



ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

September 26, 2014



LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP

- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$$x - y = z$$

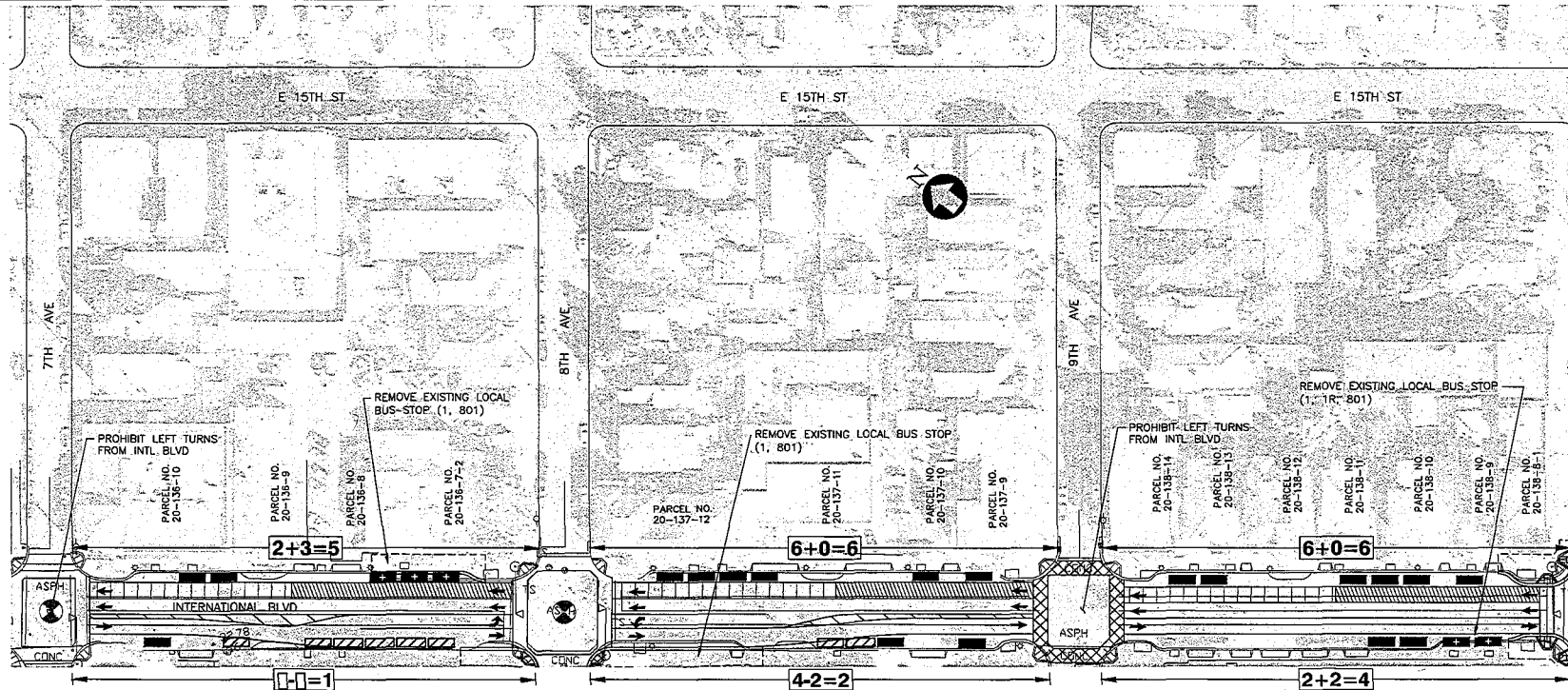
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	10	0	0	10
CONTROLLED	17	5	8	14
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	27	5	8	24

EXHIBIT B-00
(District 2)

00 OF 00

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

- | | | | |
|--|---------------------------------------|--|------------------------------|
| | EXCLUSIVE BRT LANE | | DIRECTION OF TRAFFIC |
| | SHARED BRT LANE | | SHARROW LEGEND |
| | HIGH VISIBILITY CROSSWALK | | TRAFFIC SIGNAL, EXISTING |
| | BRT STATION | | TRAFFIC SIGNAL, NEW PROPOSED |
| | LANDSCAPED MEDIAN ISLAND | | PARKING, PASSENGER LOADING |
| | STRIPED MEDIAN ISLAND | | PARKING, UNCONTROLLED |
| | EXISTING CURB LINE | | PARKING, LOADING |
| | CONCRETE PAVEMENT/GUTTER | | PARKING, CONTROLLED |
| | LANE LINE | | PARKING, ADA |
| | XX BUS LINE TO REMAIN AT BUS STOP | | PARKING, METERED |
| | XX BUS LINE TO BE REMOVED AT BUS STOP | | PARKING, SHORT TERM |
| | | | (removed parking) |
| | | | (added parking) |

KEY:

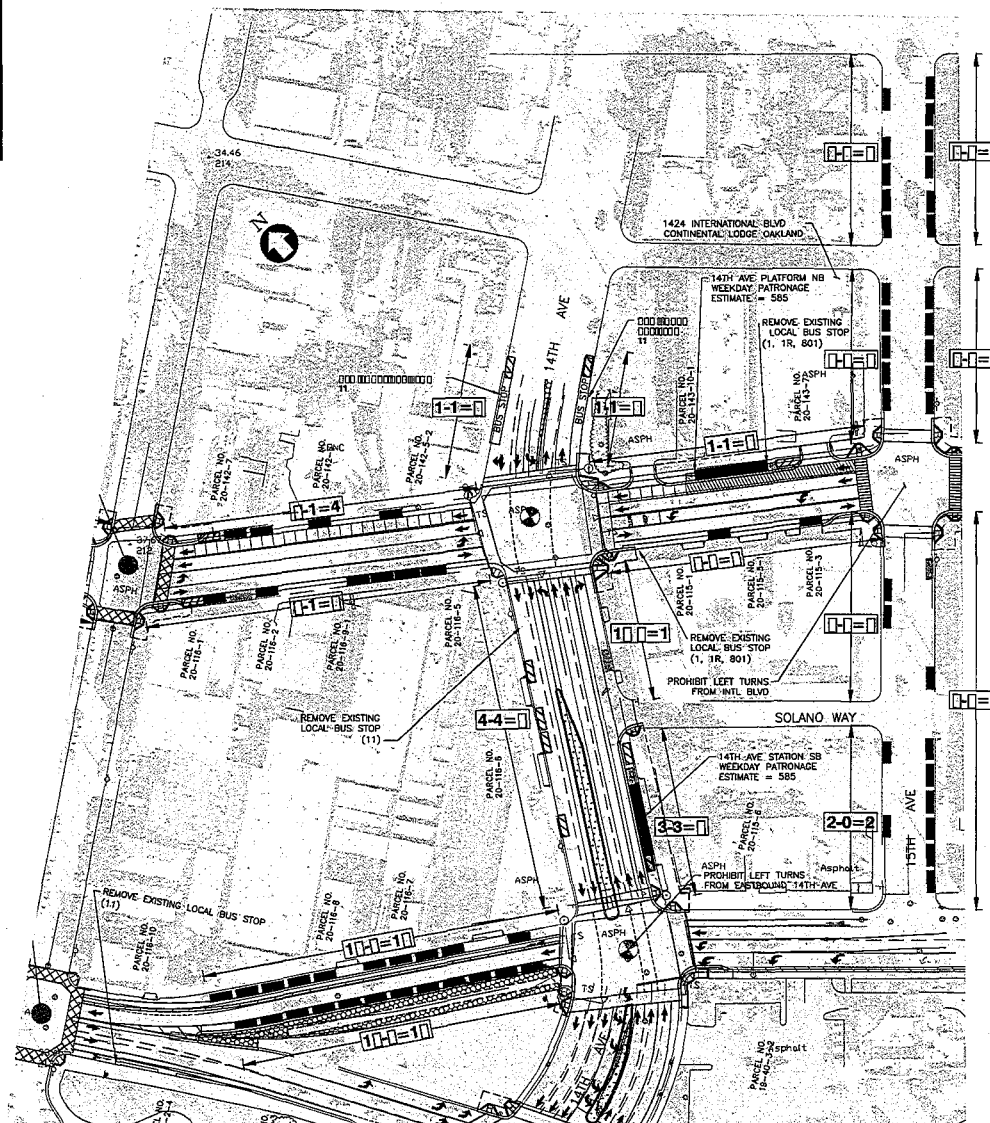
← x - y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	61	0	8	53
CONTROLLED	16	0	4	12
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	2	0	0	2
PASSENGER LOADING	-	-	-	-
ADA	1	-	-	1
	81	0	12	69

BRT PARKING IMPACT REPORT



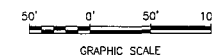
ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

EXHIBIT B-2
(District 2)

2 OF 2



LEGEND

	EXCLUSIVE BRT LANE		DIRECTION OF TRAFFIC
	SHARED BRT LANE		SHARROW LEGEND
	HIGH VISIBILITY CROSSWALK		TRAFFIC SIGNAL, EXISTING
	BRT STATION		TRAFFIC SIGNAL, NEW PROPOSED
	LANDSCAPED MEDIAN ISLAND		PARKING, PASSENGER LOADING
	STRIPED MEDIAN ISLAND		PARKING, UNCONTROLLED
	EXISTING CURB LINE		PARKING, LOADING
	CONCRETE PAVEMENT/GUTTER		PARKING, CONTROLLED
	LANE LINE		PARKING, ADA
xx	BUS LINE TO REMAIN AT BUS STOP		PARKING, METERED
(xx)	BUS LINE TO BE REMOVED AT BUS STOP		PARKING, SHORT TERM
			(removed parking)
			(added parking)

KEY:

← x - y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	60	0	3	57
CONTROLLED	8	0	1	7
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	0	1
PASSENGER LOADING	-	-	-	-
ADA	0	0	0	0
	70	0	4	66

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

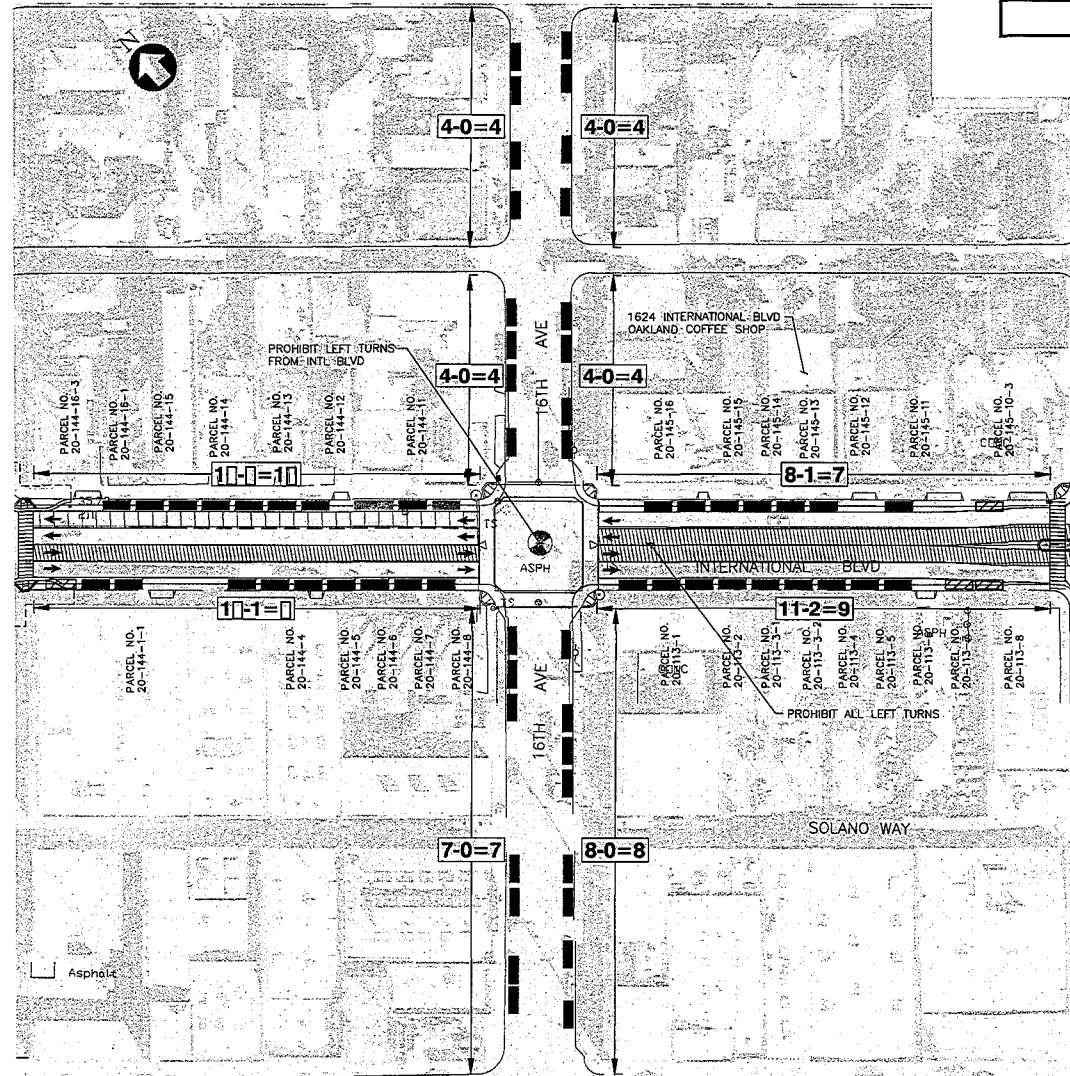


EXHIBIT B-3
(District 2)

3 OF 3

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

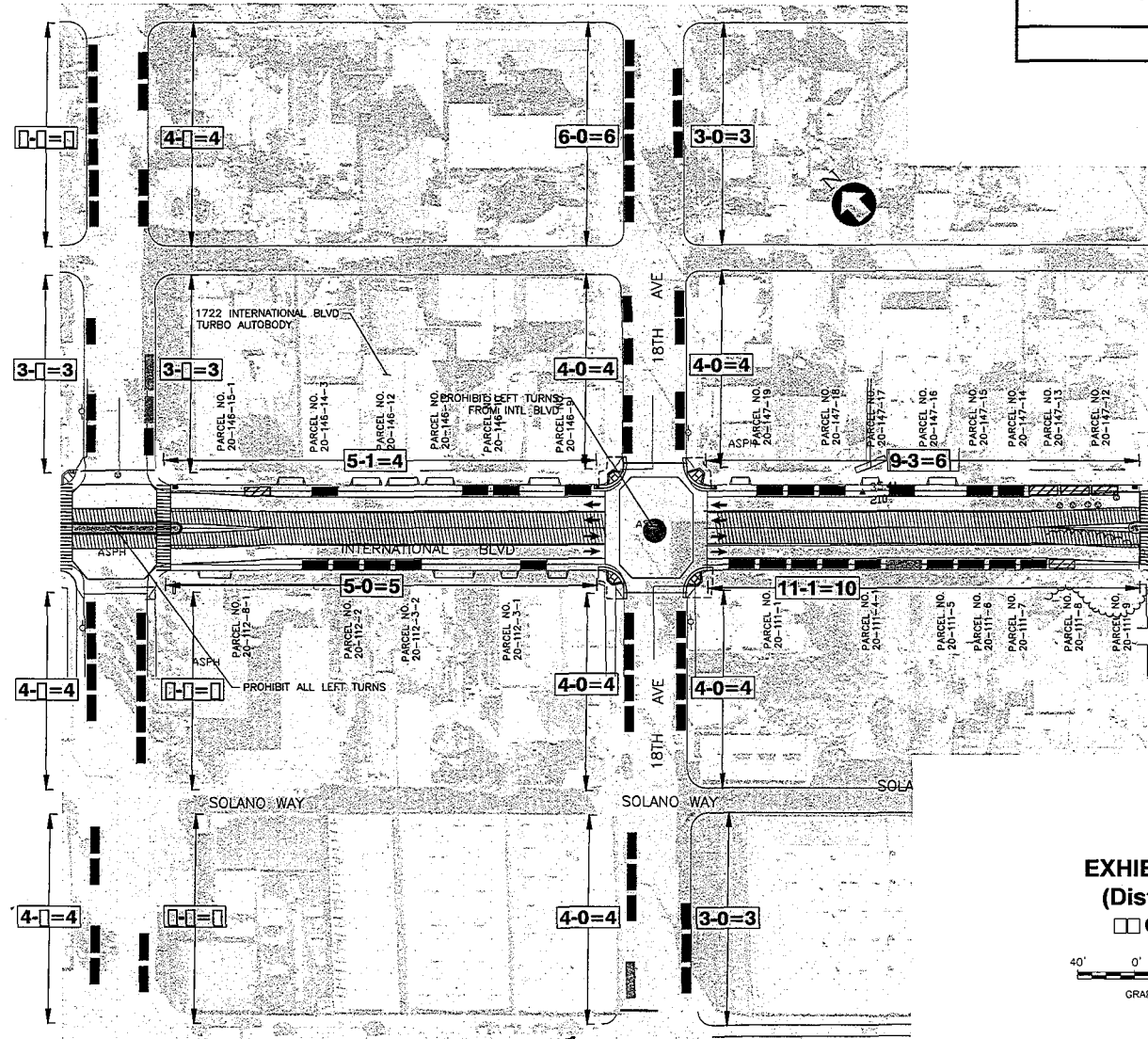
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$$\leftarrow x - y = z \rightarrow$$

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

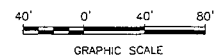


PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	75	0	5	69
CONTROLLED	13	0	0	13
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	3	0	0	3
PASSENGER LOADING	-	-	-	-
ADA	1	0	0	1
	93	0	5	88

EXHIBIT B-☐
(District 2)

☐ OF ☐



**ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT**

September 26, 2014

40° 0° 40' 80'

GRAPHIC SCALE

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	63	2	9	56
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	1	0	1	0
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	3	0	2	1
ADA	1	0	0	1
	68	2	12	58

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

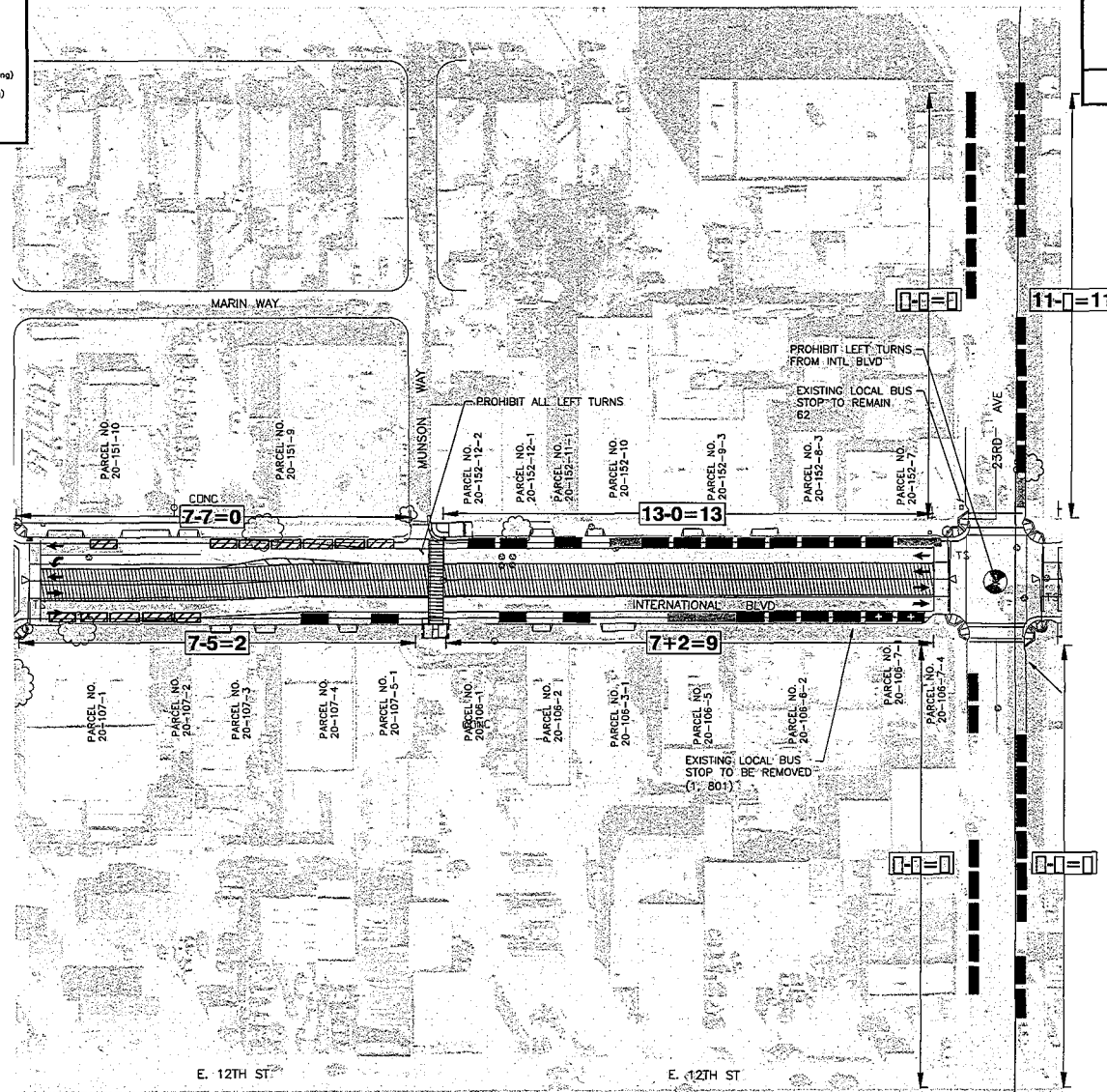
FEHR & PEERS

September 26, 2014

KEY:

← x - y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	15	0	0	15
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	44	2	12	34
COMMERCIAL LOADING	4	0	0	4
PASSENGER LOADING	3	0	0	3
ADA	-	-	-	-
	66	2	12	56

EXHIBIT B-11
(District 2)

11 OF 11

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

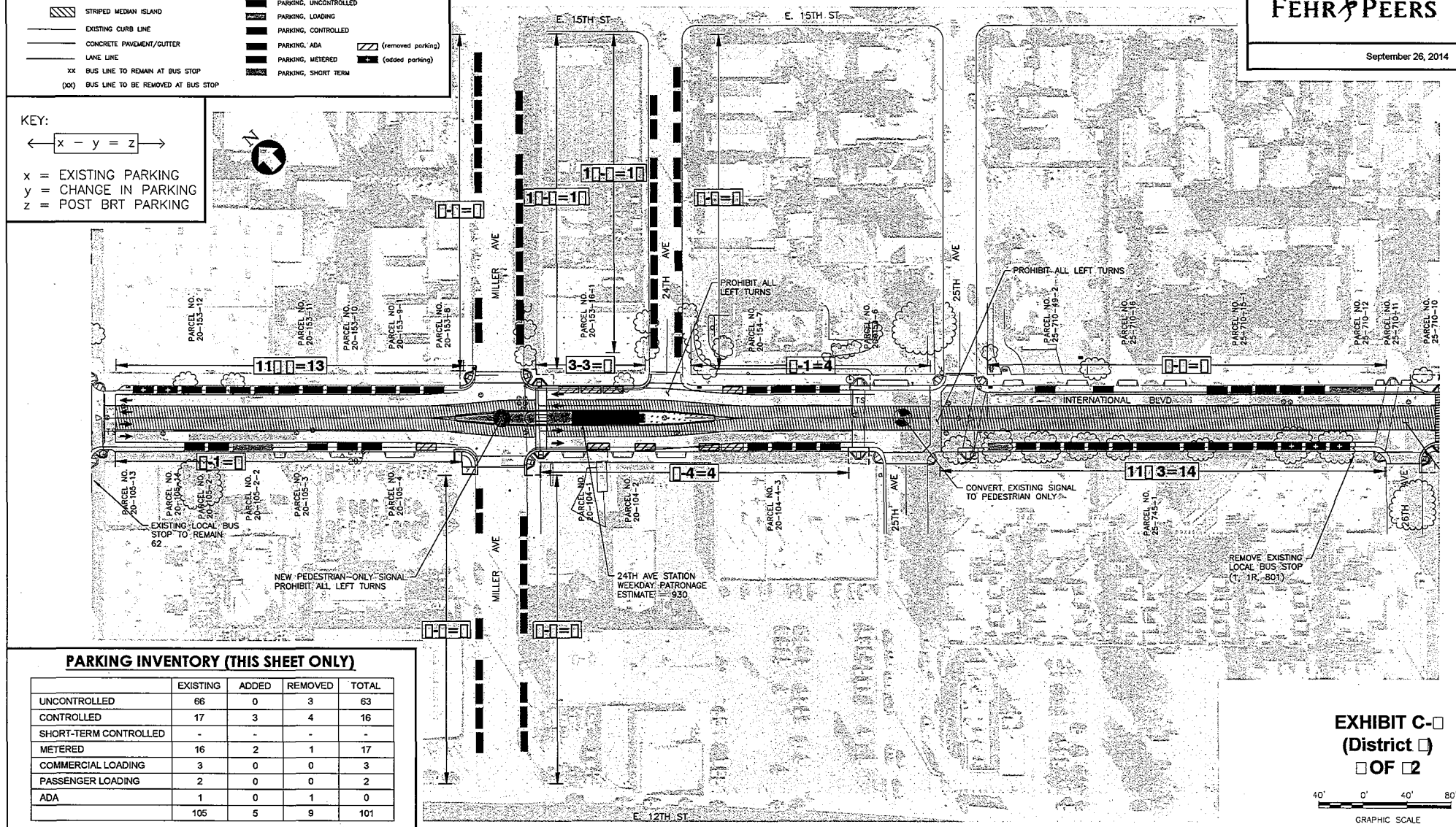
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- xx BUS LINE TO REMAIN AT BUS STOP
- (xx) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$$\leftarrow x - y = z \rightarrow$$

- x = EXISTING PARKING
- y = CHANGE IN PARKING
- z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	66	0	3	63
CONTROLLED	17	3	4	16
SHORT-TERM CONTROLLED	-	-	-	-
METERED	16	2	1	17
COMMERCIAL LOADING	3	0	0	3
PASSENGER LOADING	2	0	0	2
ADA	1	0	1	0
	105	5	9	101

EXHIBIT C-☐
(District ☐
☐ OF ☐

40' 0' 40' 80'
GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

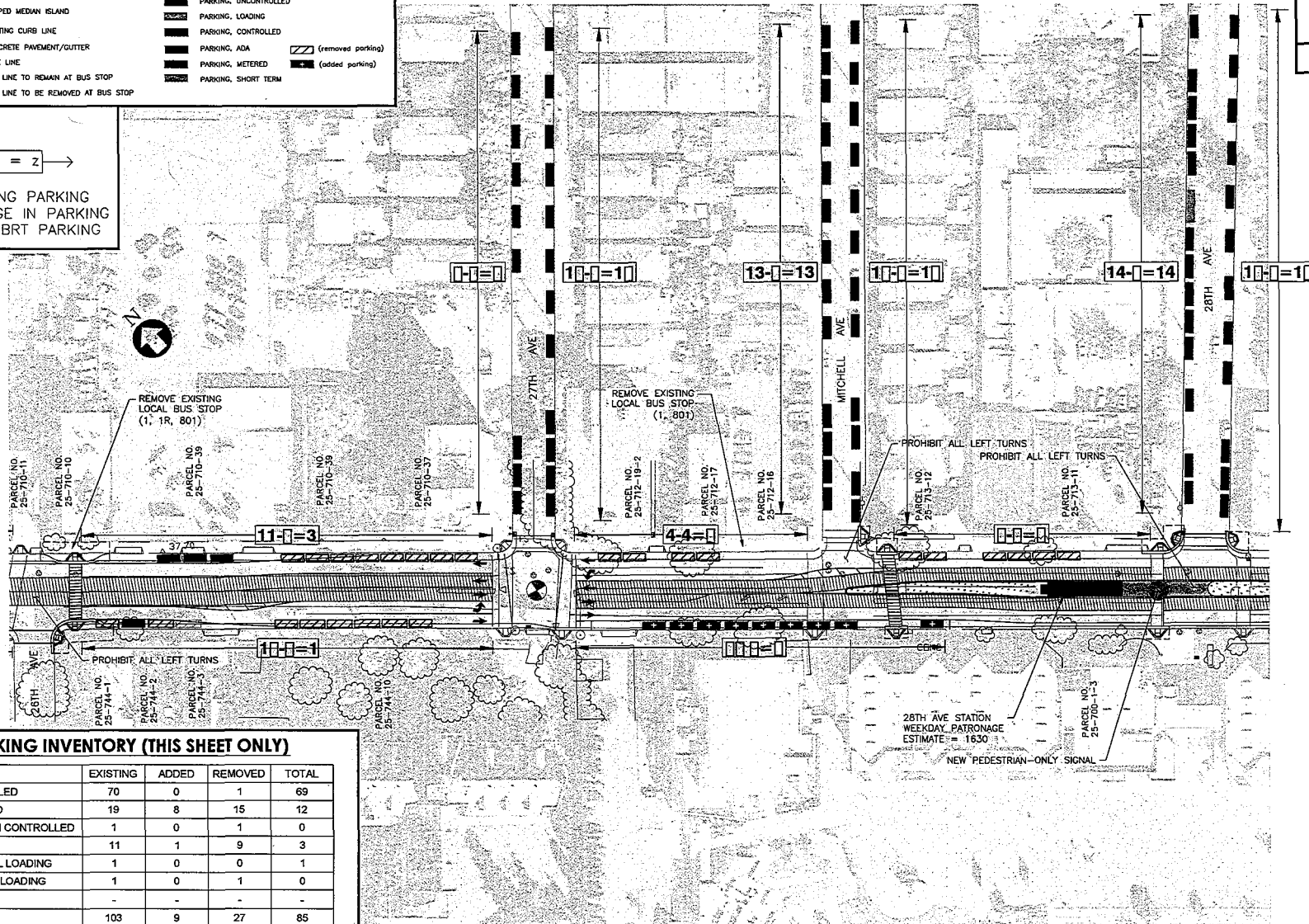
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$$\leftarrow x - y = z \rightarrow$$

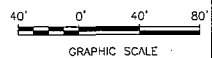
- x = EXISTING PARKING
- y = CHANGE IN PARKING
- z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	70	0	1	69
CONTROLLED	19	8	15	12
SHORT-TERM CONTROLLED	1	0	1	0
METERED	11	1	9	3
COMMERCIAL LOADING	1	0	0	1
PASSENGER LOADING	1	0	1	0
ADA	-	-	-	-
	103	9	27	85

EXHIBIT C-2
(District 1)
2 OF 2



BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

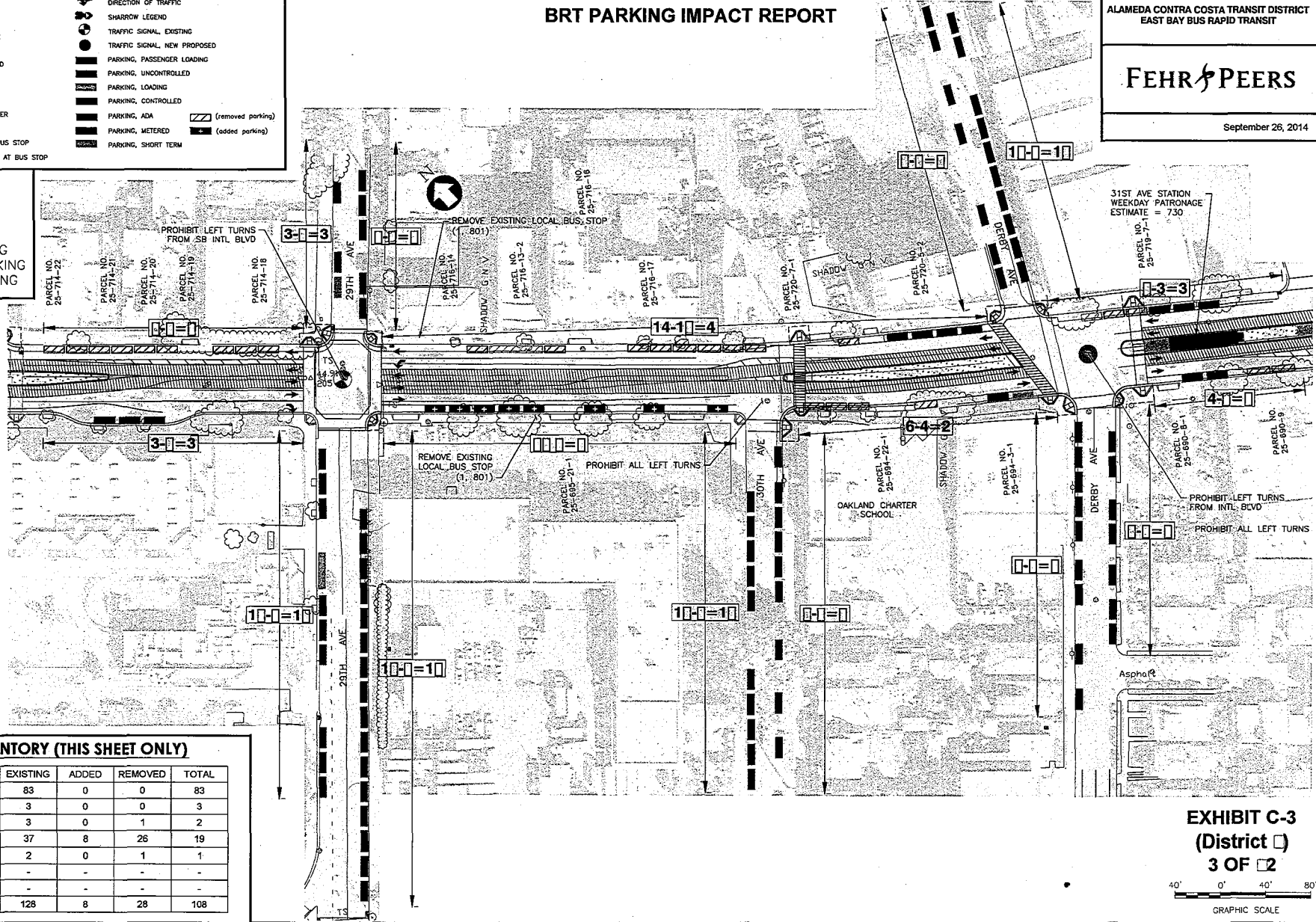
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$\leftarrow x - y = z \rightarrow$

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$$x - y = z$$

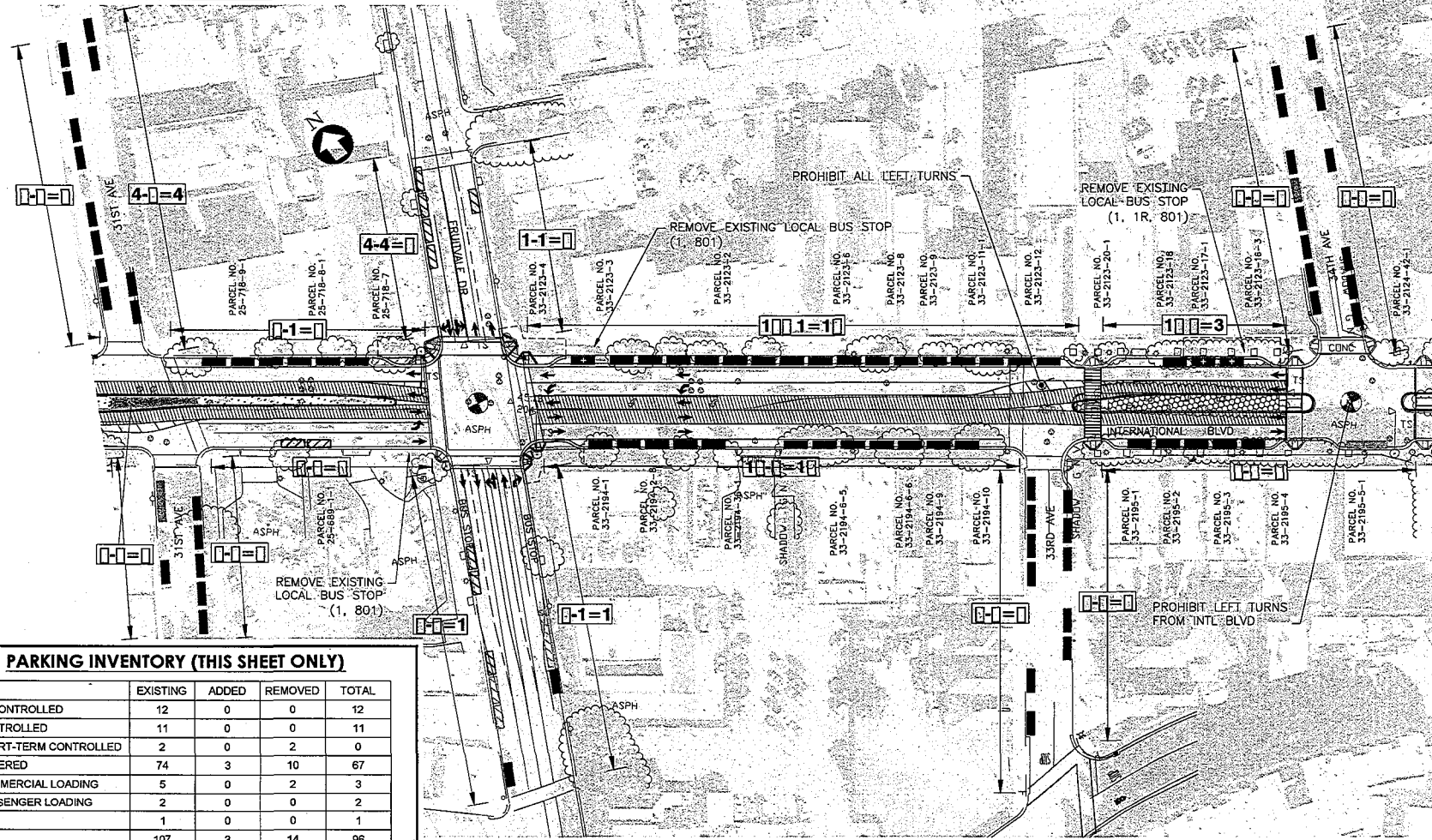
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR PEERS

September 25, 2014

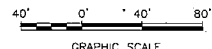


PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	12	0	0	12
CONTROLLED	11	0	0	11
SHORT-TERM CONTROLLED	2	0	2	0
METERED	74	3	10	67
COMMERCIAL LOADING	5	0	2	3
PASSENGER LOADING	2	0	0	2
ADA	1	0	0	1
	107	3	14	96

EXHIBIT C-☐
(District ☐)

☐ OF ☐



GRAPHIC SCALE

BRT PARKING IMPACT REPORT

LEGEND

EXCLUSIVE BRT LANE

SHARED BRT LANE

HIGH VISIBILITY CROSSWALK

BRT STATION

LANDSCAPED MEDIAN ISLAND

STRIPED MEDIAN ISLAND

EXISTING CURB LINE

CONCRETE PAVEMENT/GUTTER

LANE LINE

XX BUS LANE TO REMAIN AT BUS STOP

(XX) BUS LANE TO BE REMOVED AT BUS STOP

DIRECTION OF TRAFFIC

SHADOW LEGEND

TRAFFIC SIGNAL, EXISTING

TRAFFIC SIGNAL, NEW PROPOSED

PARKING, PASSENGER LOADING

PARKING, UNCONTROLLED

PARKING, LOADING

PARKING, CONTROLLED

PARKING, ADA

PARKING, METERED

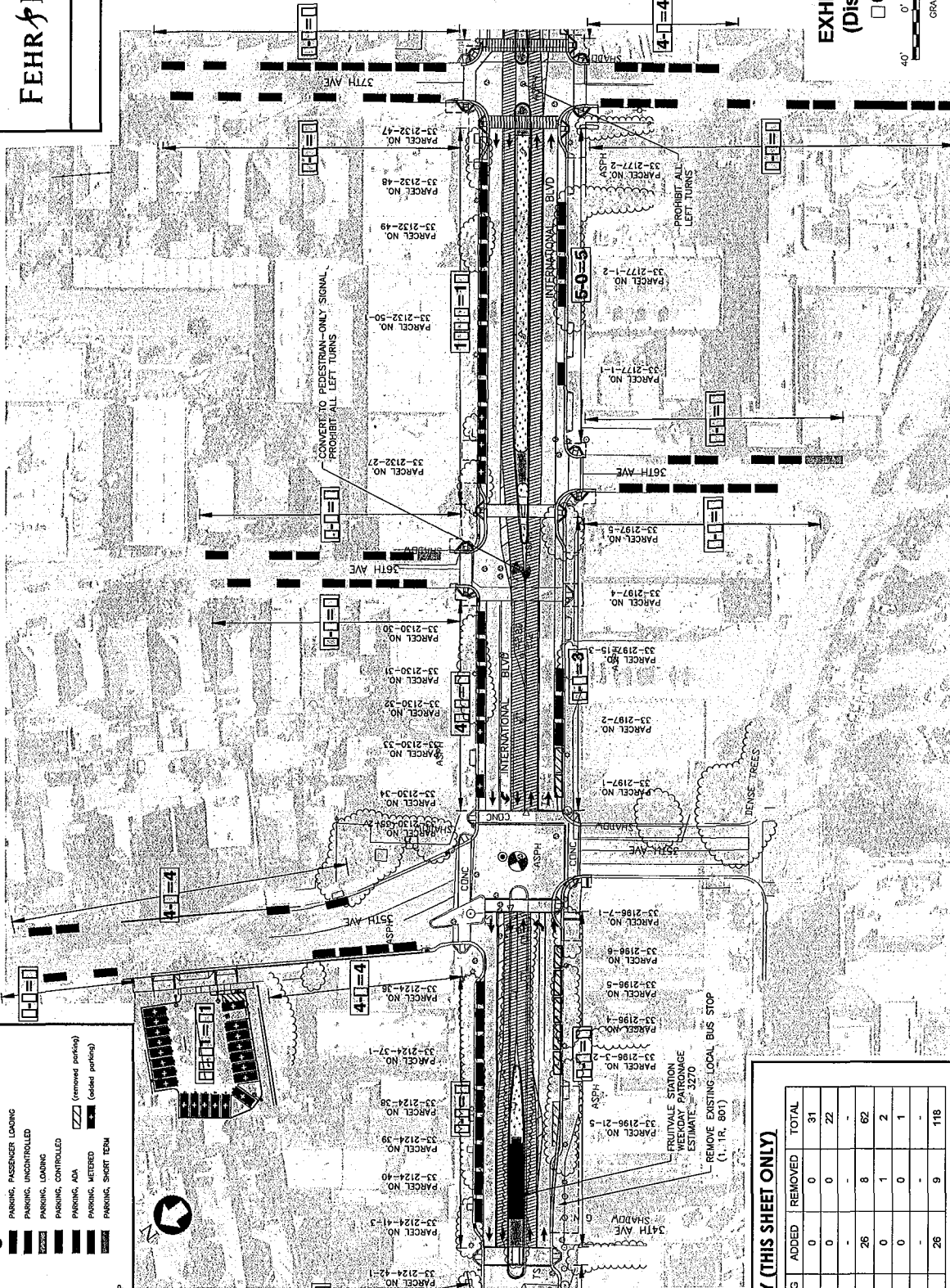
PARKING, SHORT TERM

(removed parking)

(added parking)

KEY:

X = EXISTING PARKING
Y = CHANGE IN PARKING
Z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	31	0	0	31
CONTROLLED	22	0	0	22
SHORT-TERM CONTROLLED	-	-	-	-
METERED	44	26	8	62
COMMERCIAL LOADING	3	0	1	2
PASSENGER LOADING	1	0	0	1
ADA	-	-	-	-
	101	26	9	118

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

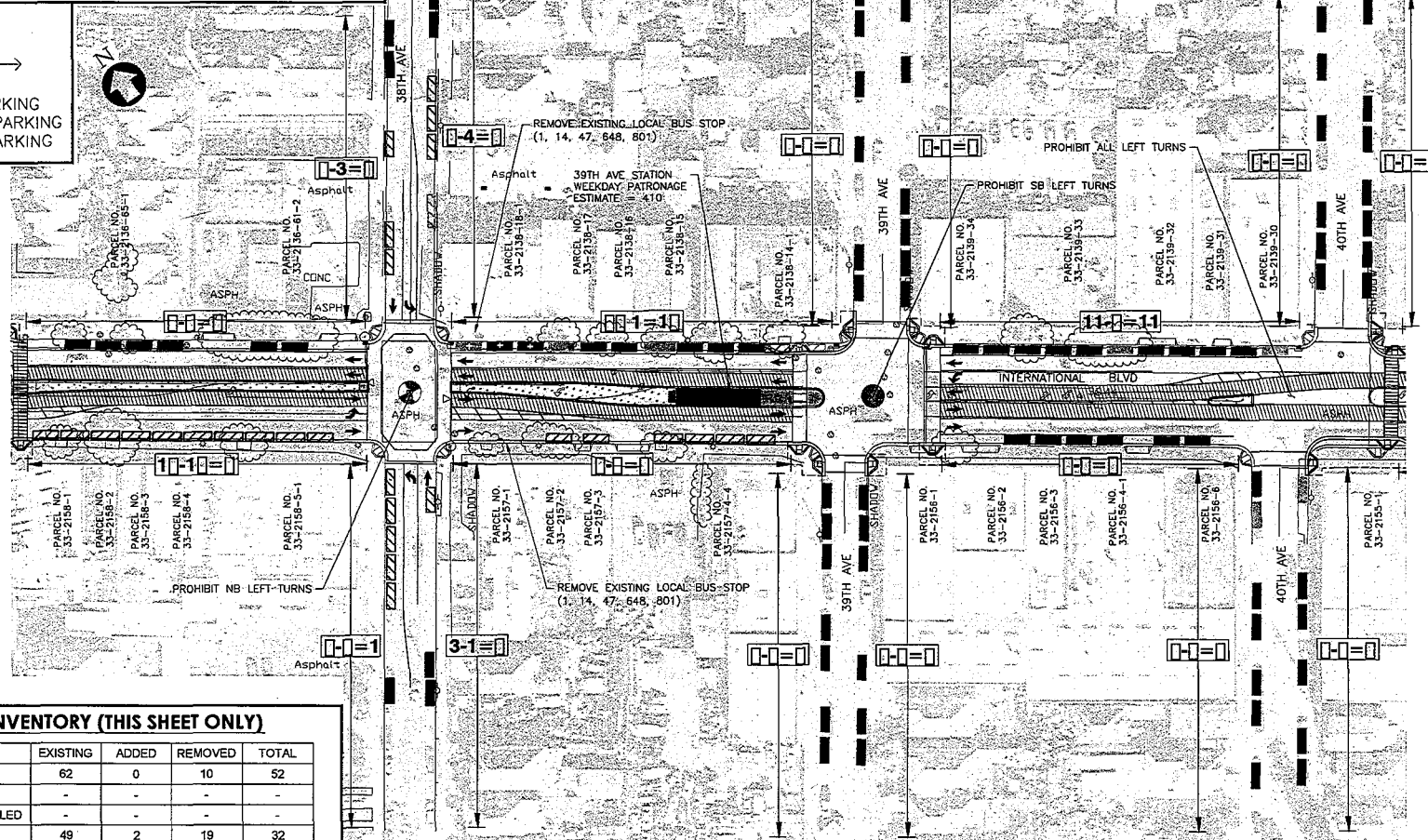
LEGEND

- | | | | |
|--|---|--|------------------------------|
| | EXCLUSIVE BRT LANE | | DIRECTION OF TRAFFIC |
| | SHARED BRT LANE | | SHARROW LEGEND |
| | HIGH VISIBILITY CROSSWALK | | TRAFFIC SIGNAL, EXISTING |
| | BRT STATION | | TRAFFIC SIGNAL, NEW PROPOSED |
| | LANDSCAPED MEDIAN ISLAND | | PARKING, PASSENGER LOADING |
| | STRIPED MEDIAN ISLAND | | PARKING, UNCONTROLLED |
| | EXISTING CURB LINE | | PARKING, LOADING |
| | CONCRETE PAVEMENT/GUTTER | | PARKING, CONTROLLED |
| | LANE LINE | | PARKING, ADA |
| | XX BUS LINE TO REMAIN AT BUS STOP | | PARKING, METERED |
| | (XX) BUS LINE TO BE REMOVED AT BUS STOP | | PARKING, SHORT TERM |
| | | | (removed parking) |
| | | | (added parking) |

KEY:

$$\leftarrow x - y = z \rightarrow$$

- x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	62	0	10	52
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	49	2	19	32
COMMERCIAL LOADING	8	1	2	7
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	119	3	31	91

EXHIBIT C-
(District)
OF 2

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

	EXCLUSIVE BRT LANE		DIRECTION OF TRAFFIC
	SHARED BRT LANE		SHARROW LEGEND
	HIGH VISIBILITY CROSSWALK		TRAFFIC SIGNAL EXISTING
	BRT STATION		TRAFFIC SIGNAL NEW PROPOSED
	LANDSCAPED MEDIAN ISLAND		PARKING, PASSENGER LOADING
	STRIPED MEDIAN ISLAND		PARKING, UNCONTROLLED
	EXISTING CURB LINE		PARKING, LOADING
	CONCRETE PAVEMENT/GUTTER		PARKING, CONTROLLED
	LANE LINE		PARKING, ADA
	XX BUS LINE TO REMAIN AT BUS STOP		PARKING, METERED
	(XX) BUS LINE TO BE REMOVED AT BUS STOP		PARKING, SHORT TERM
			(removed parking)
			(added parking)

KEY:

← x - y = z →

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	35	0	0	35
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	2	0	0	2
METERED	24	0	21	3
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	61	0	21	40

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

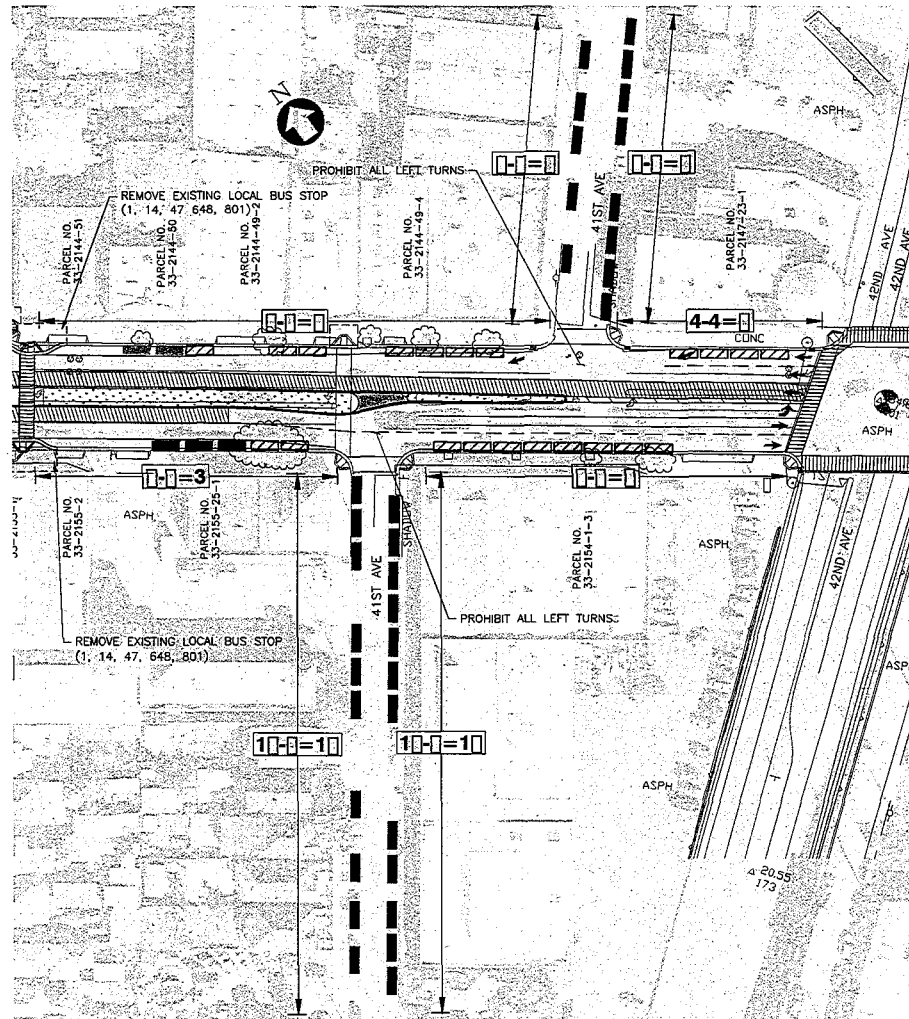


EXHIBIT C-☐
(District ☐)
☐ OF ☐

40' 0' 40' 80'

GRAPHIC SCALE

BRT PARKING IMPACT REPORT

KEY:

← X - Y = Z →

X = EXISTING PARKING

Y = CHANGE IN PARKING

Z = POST BRT PARKING

LEGEND

EXCLUSIVE BRT LANE

SHARED BRT LANE

HIGH VISIBILITY CROSSWALK

BRT STATION

LANDSCAPED MEDIAN ISLAND

STRIPED MEDIAN ISLAND

EXISTING CURB LINE

CONCRETE PAVEMENT/OUTLET

LANE LINE

XX BUS LANE TO REMAIN AT BUS STOP

XXX BUS LANE TO BE REMOVED AT BUS STOP

DIRECTION OF TRAFFIC

SHADOW LEGEND

TRAFFIC SIGNAL EXISTING

TRAFFIC SIGNAL NEW PROPOSED

PARKING PASSENGER LOADING

PARKING UNCONTROLLED

PARKING LOADING

PARKING CONTROLLED

PARKING ADA

PARKING METERED

PARKING SHORT TERM

ZZZ (enclosed parking)

XXX (dedicated parking)

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	17	0	0	17
CONTROLLED	48	7	10	45
SHORT-TERM CONTROLLED	1	0	0	1
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	0	1
PASSENGER LOADING	1	0	0	1
ADA	-	-	-	-
	68	7	10	65

EXHIBIT C-1

(District 1)

1 OF 2

0' 40' 80'

GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

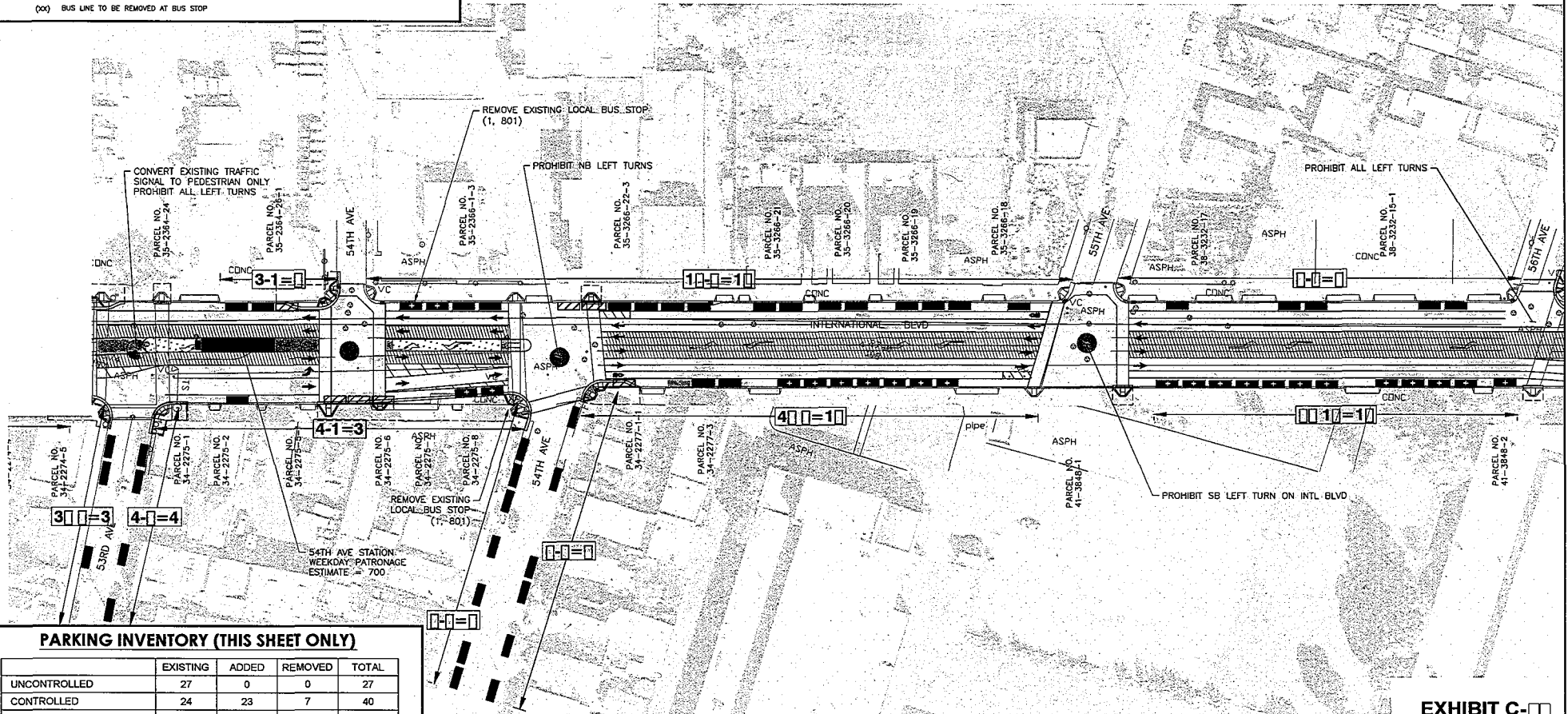
$x - y = z$
 x = EXISTING PARKING
 y = CHANGE IN PARKING
 z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

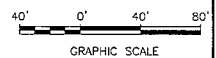
September 26, 2014



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	27	0	0	27
CONTROLLED	24	23	7	40
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	0	1
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	52	23	7	68

EXHIBIT C-00
(District 0)
00 OF 02



ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

September 26, 2014

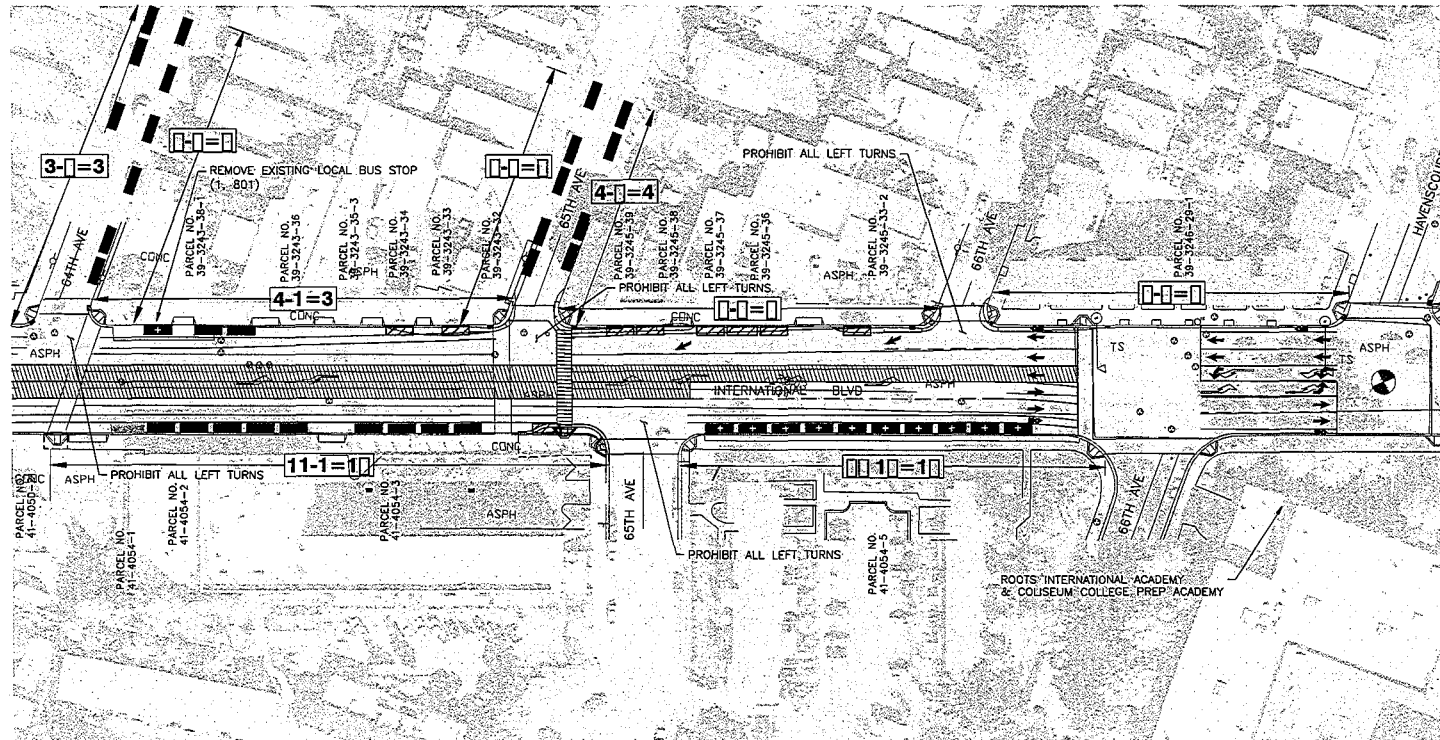
GRAPHIC SCALE

**ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT**

September 26, 2014

**ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT**

September 26, 2014



40' 0' 40' 80'

GRAPHIC SCALE

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	34	0	7	27
CONTROLLED	4	11	2	13
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	0	1
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	39	11	9	41

LEGEND

EXCLUSIVE BRT LANE
 SHARED BRT LANE
 HIGH VISIBILITY CROSSWALK
 BRT STATION
 LANDSCAPED MEDIAN ISLAND
 STRIPED MEDIAN ISLAND
 EXISTING CURB LINE
 CONCRETE PAVEMENT/GUTTER
 LANE LINE
 XX BUS LINE TO REMAIN AT BUS STOP
 (XX) BUS LINE TO BE REMOVED AT BUS STOP

DIRECTION OF TRAFFIC
 SHARROW LEGEND
 TRAFFIC SIGNAL, EXISTING
 TRAFFIC SIGNAL, NEW PROPOSED
 PARKING, PASSENGER LOADING
 PARKING, UNCONTROLLED
 PARKING, LOADING
 PARKING, CONTROLLED
 PARKING, ADA
 PARKING, METERED
 PARKING, SHORT TERM

(removed parking)
 (added parking)

KEY:

$x - y = z$

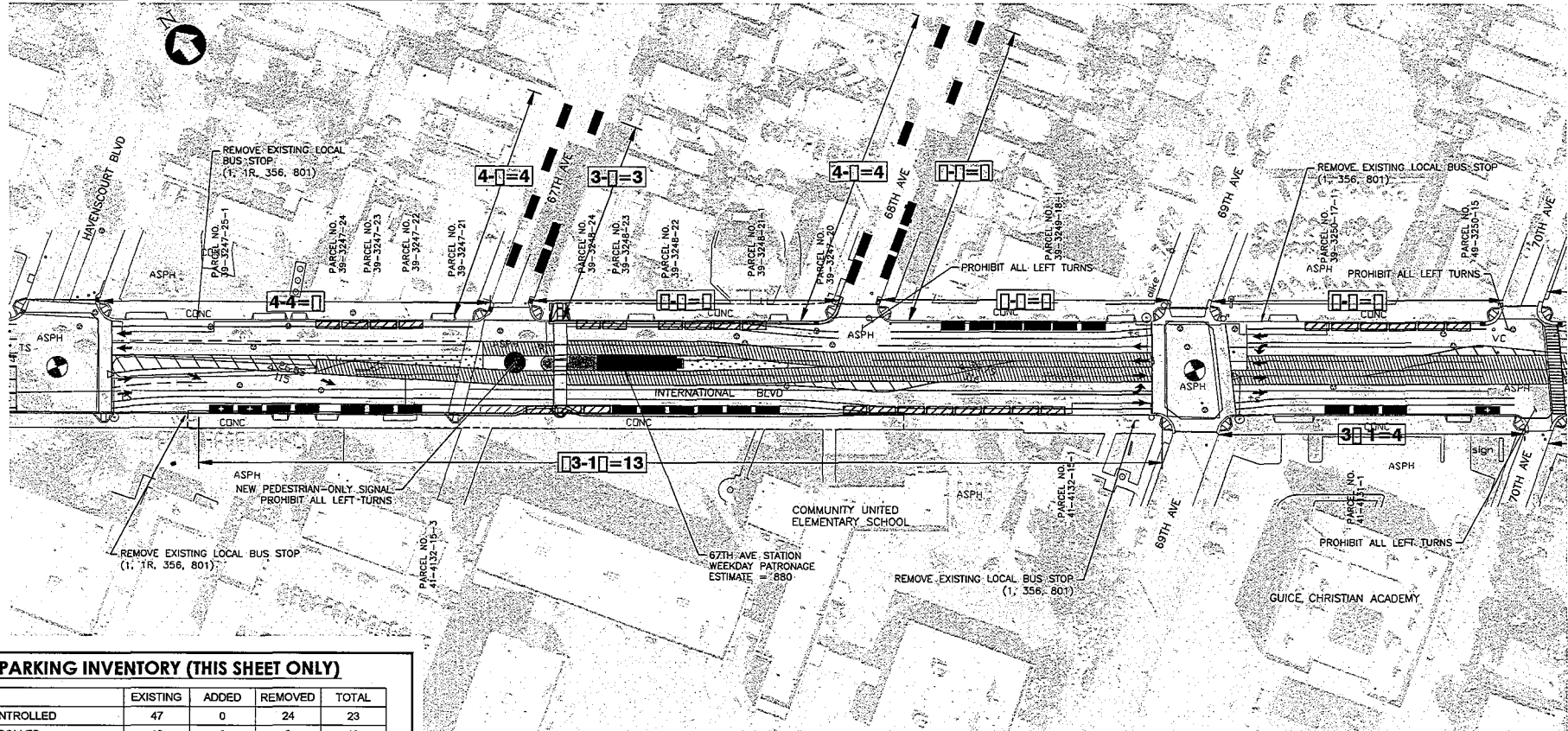
x = EXISTING PARKING
 y = CHANGE IN PARKING
 z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	47	0	24	23
CONTROLLED	12	3	3	12
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	1	0
PASSENGER LOADING	3	0	0	3
ADA	1	0	0	1
	64	3	28	39

EXHIBIT D-3
(District 3)
3 OF 3

40' 0' 40' 80'
GRAPHIC SCALE

**ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT**


FEHR & PEERS

September 26, 2014

KEY:

$$\leftarrow x - y = z \rightarrow$$

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

 (removed parking)
 (added parking)

XX BUS LINE TO REMAIN AT BUS STOP
(XX) BUS LINE TO BE REMOVED AT BUS STOP

PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	51	0	3	48
CONTROLLED	24	0	24	0
SHORT-TERM CONTROLLED	2	0	2	0
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	0	1
PASSENGER LOADING	0	0	0	0
ADA	-	-	-	-
	78	0	29	49

EXHIBIT D-☐
(District ☐)

OF

GRAPHIC SCALE

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- XX BUS LINE TO REMAIN AT BUS STOP
- (XX) BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$$\leftarrow x - y = z \rightarrow$$

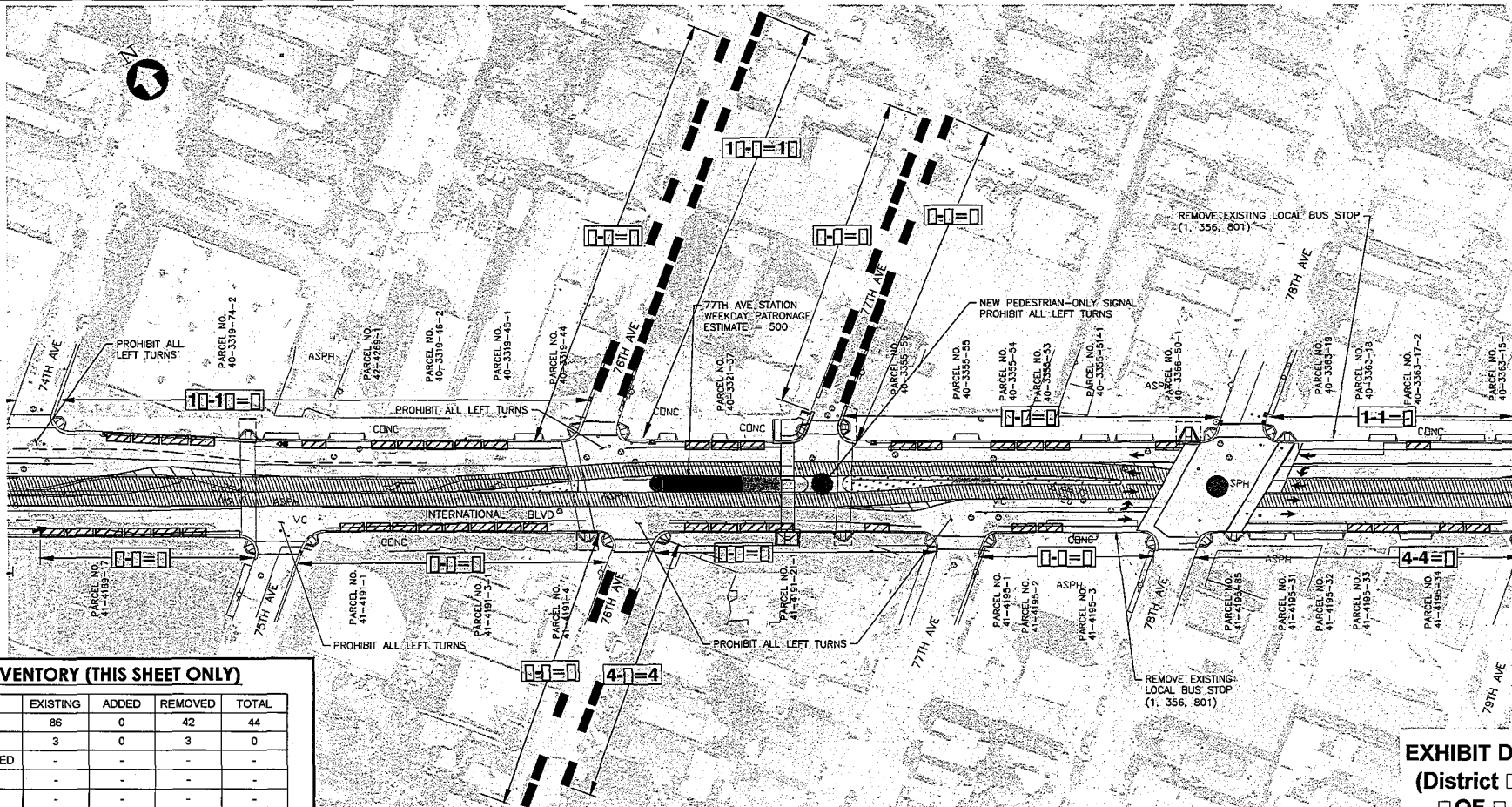
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	86	0	42	44
CONTROLLED	3	0	3	0
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	89	0	45	44

EXHIBIT D-☐
(District ☐)
☐ OF ☐

40' 0' 40' 80'

GRAPHIC SCALE

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

September 26, 2014

GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

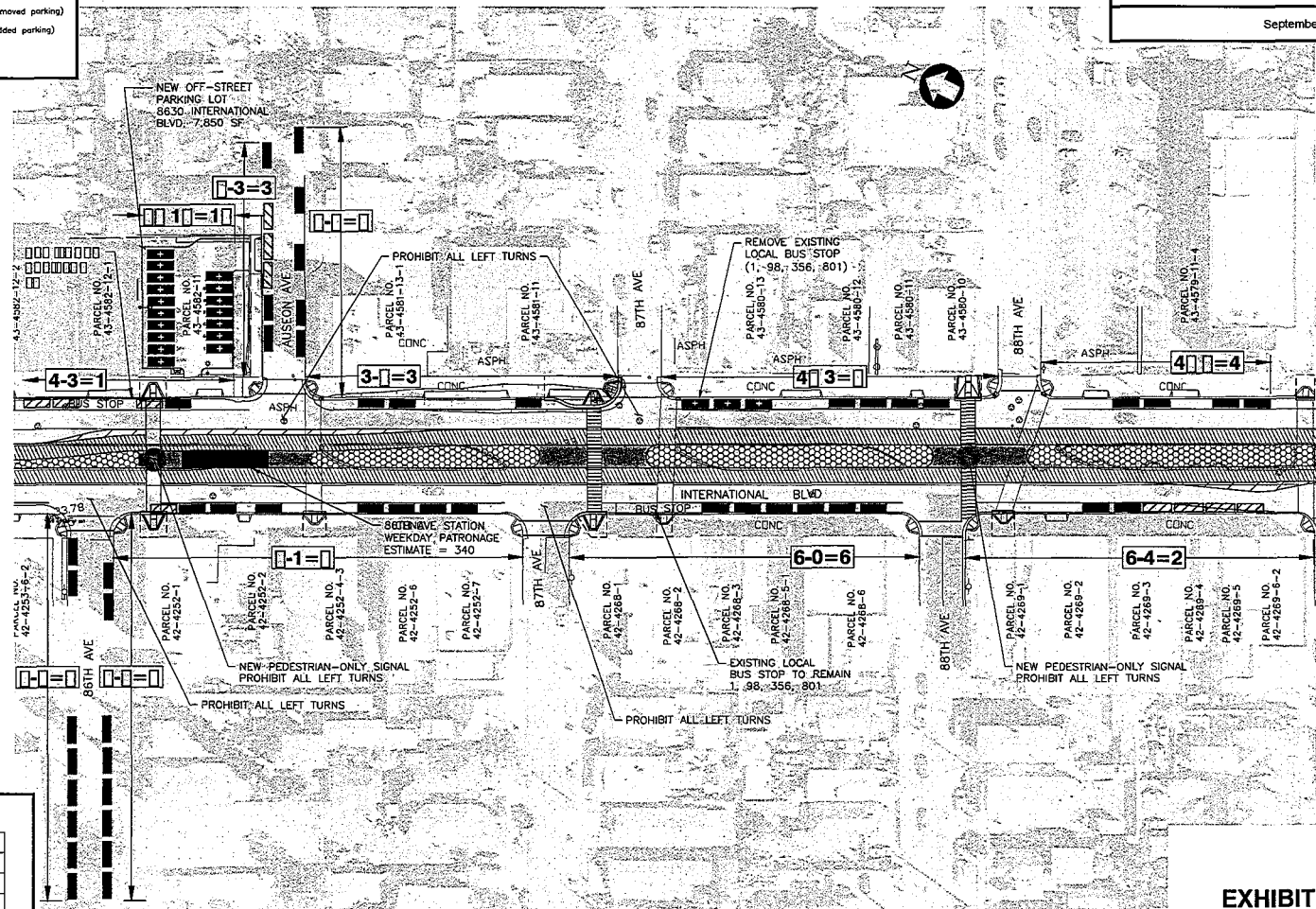
LEGEND

- | | | | |
|--|------------------------------------|--|------------------------------|
| | EXCLUSIVE BRT LANE | | DIRECTION OF TRAFFIC |
| | SHARED BRT LANE | | SHARROW LEGEND |
| | HIGH VISIBILITY CROSSWALK | | TRAFFIC SIGNAL, EXISTING |
| | BRT STATION | | TRAFFIC SIGNAL, NEW PROPOSED |
| | LANDSCAPED MEDIAN ISLAND | | PARKING, PASSENGER LOADING |
| | STRIPED MEDIAN ISLAND | | PARKING, UNCONTROLLED |
| | EXISTING CURB LINE | | PARKING, LOADING |
| | CONCRETE PAVEMENT/GUTTER | | PARKING, CONTROLLED |
| | LANE LINE | | PARKING, ADA |
| | BUS LINE TO REMAIN AT BUS STOP | | PARKING, METERED |
| | BUS LINE TO BE REMOVED AT BUS STOP | | PARKING, SHORT TERM |
| | | | (removed parking) |
| | | | (added parking) |

KEY:

$$\leftarrow x - y = z \rightarrow$$

- x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	50	0	7	43
CONTROLLED	10	19	4	25
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	2	1	0	3
	62	20	11	71

EXHIBIT E-
(District ☐
OF ☐

40' 0' 40' 80'
GRAPHIC SCALE

LEGEND

EXCLUSIVE BRT LANE

SHARED BRT LANE

HIGH VISIBILITY CROSSWALK

BRT STATION

LANDSCAPED MEDIAN ISLAND

STRIPED MEDIAN ISLAND

EXISTING CURB LINE

CONCRETE PAVEMENT/GUTTER

LANE LINE

BUS LINE TO REMAIN AT BUS STOP

BUS LINE TO BE REMOVED AT BUS STOP

DIRECTION OF TRAFFIC

SHARROW LEGEND

TRAFFIC SIGNAL, EXISTING

TRAFFIC SIGNAL, NEW PROPOSED

PARKING, PASSENGER LOADING

PARKING, UNCONTROLLED

PARKING, LOADING

PARKING, CONTROLLED

PARKING, ADA

PARKING, METERED

PARKING, SHORT TERM

(removed parking)

(added parking)

KEY:

← x - y = z →

x = EXISTING PARKING

y = CHANGE IN PARKING

z = POST BRT PARKING

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT

EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

PARKING INVENTORY (THIS SHEET ONLY)				
	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	53	0	11	42
CONTROLLED	12	4	7	9
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	1	0	0	1
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	66	4	18	52

EXHIBIT E-1

(District 1)

1 OF 1

40'

0'

40'

80'

GRAPHIC SCALE

BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

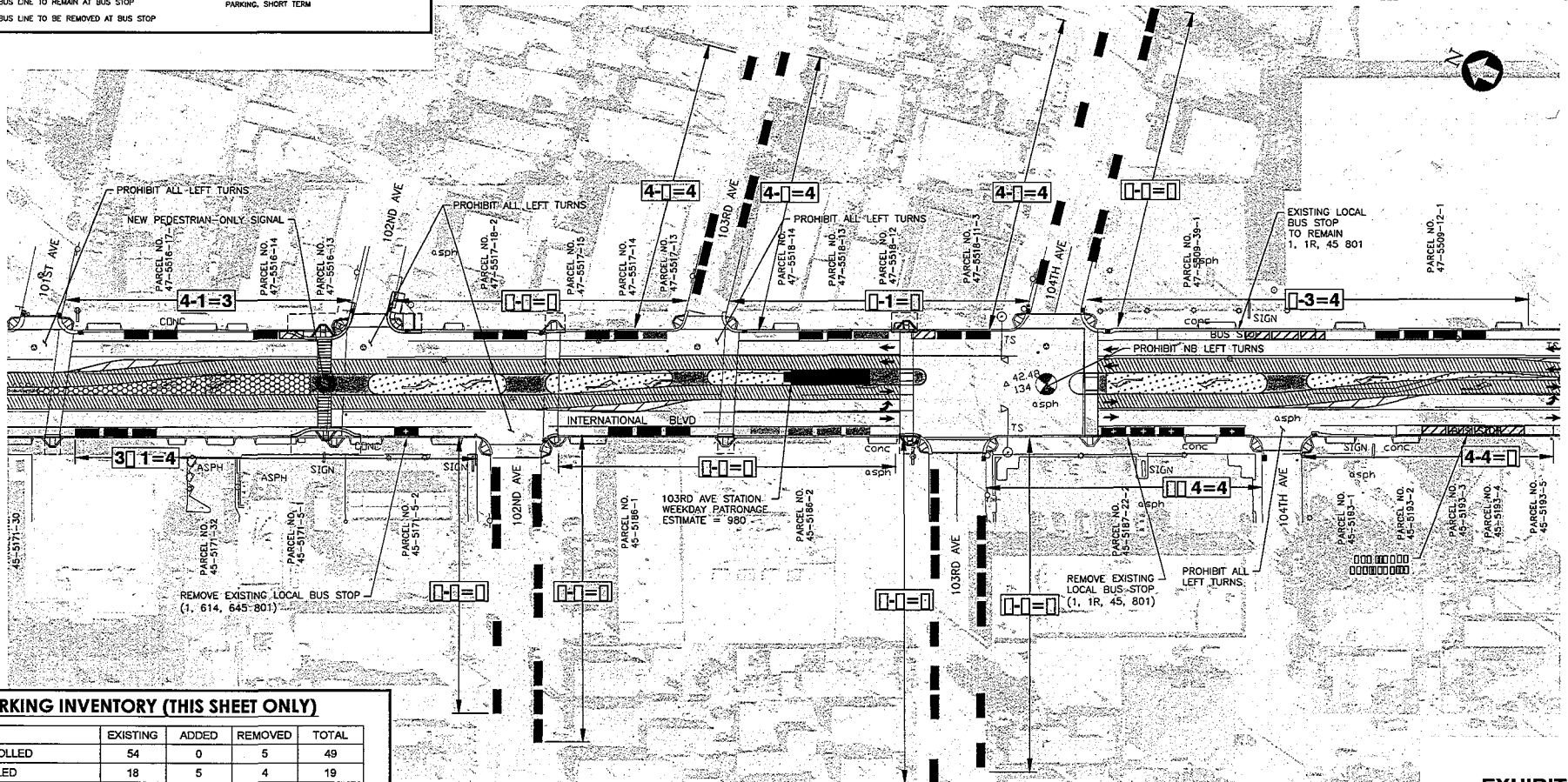
LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- HIGH VISIBILITY CROSSWALK
- BRT STATION
- LANDSCAPED MEDIAN ISLAND
- STRIPED MEDIAN ISLAND
- EXISTING CURB LINE
- CONCRETE PAVEMENT/GUTTER
- LANE LINE
- BUS LINE TO REMAIN AT BUS STOP
- BUS LINE TO BE REMOVED AT BUS STOP
- DIRECTION OF TRAFFIC
- SHARROW LEGEND
- TRAFFIC SIGNAL, EXISTING
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PASSENGER LOADING
- PARKING, UNCONTROLLED
- PARKING, LOADING
- PARKING, CONTROLLED
- PARKING, ADA
- PARKING, METERED
- PARKING, SHORT TERM
- (removed parking)
- (added parking)

KEY:

$$\leftarrow x - y = z \rightarrow$$

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

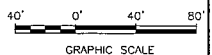


PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	54	0	5	49
CONTROLLED	18	5	4	19
SHORT-TERM CONTROLLED	4	0	0	4
METERED	-	-	-	-
COMMERCIAL LOADING	2	0	0	2
PASSENGER LOADING	1	0	0	1
ADA	-	-	-	-
	79	5	9	75

EXHIBIT E-
(District)

OF



BRT PARKING IMPACT REPORT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

September 26, 2014

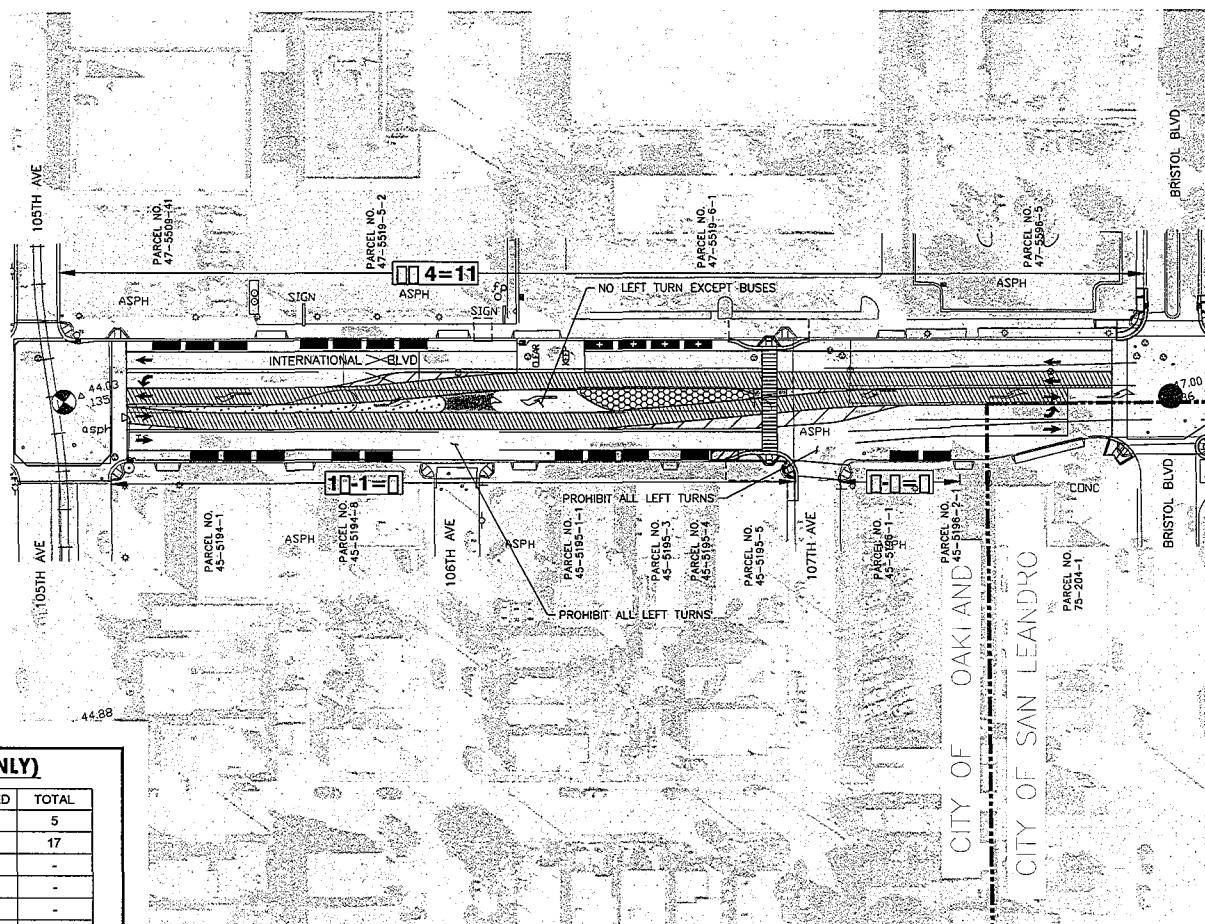
LEGEND

	EXCLUSIVE BRT LANE		DIRECTION OF TRAFFIC
	SHARED BRT LANE		SHARROW LEGEND
	HIGH VISIBILITY CROSSWALK		TRAFFIC SIGNAL, EXISTING
	BRT STATION		TRAFFIC SIGNAL, NEW PROPOSED
	LANDSCAPED MEDIAN ISLAND		PARKING, PASSENGER LOADING
	STRIPED MEDIAN ISLAND		PARKING, UNCONTROLLED
	EXISTING CURB LINE		PARKING, LOADING
	CONCRETE PAVEMENT/GUTTER		PARKING, CONTROLLED
	LANE LINE		PARKING, ADA
	BUS LINE TO REMAIN AT BUS STOP		PARKING, METERED
	BUS LINE TO BE REMOVED AT BUS STOP		PARKING, SHORT TERM

KEY:

$$\leftarrow x - y = z \rightarrow$$

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

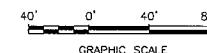


PARKING INVENTORY (THIS SHEET ONLY)

	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	5	0	0	5
CONTROLLED	14	4	1	17
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	19	4	1	22

EXHIBIT E-
(District)

OF



GRAPHIC SCALE

KEY:

$\leftarrow \boxed{x - y = z} \rightarrow$

x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING

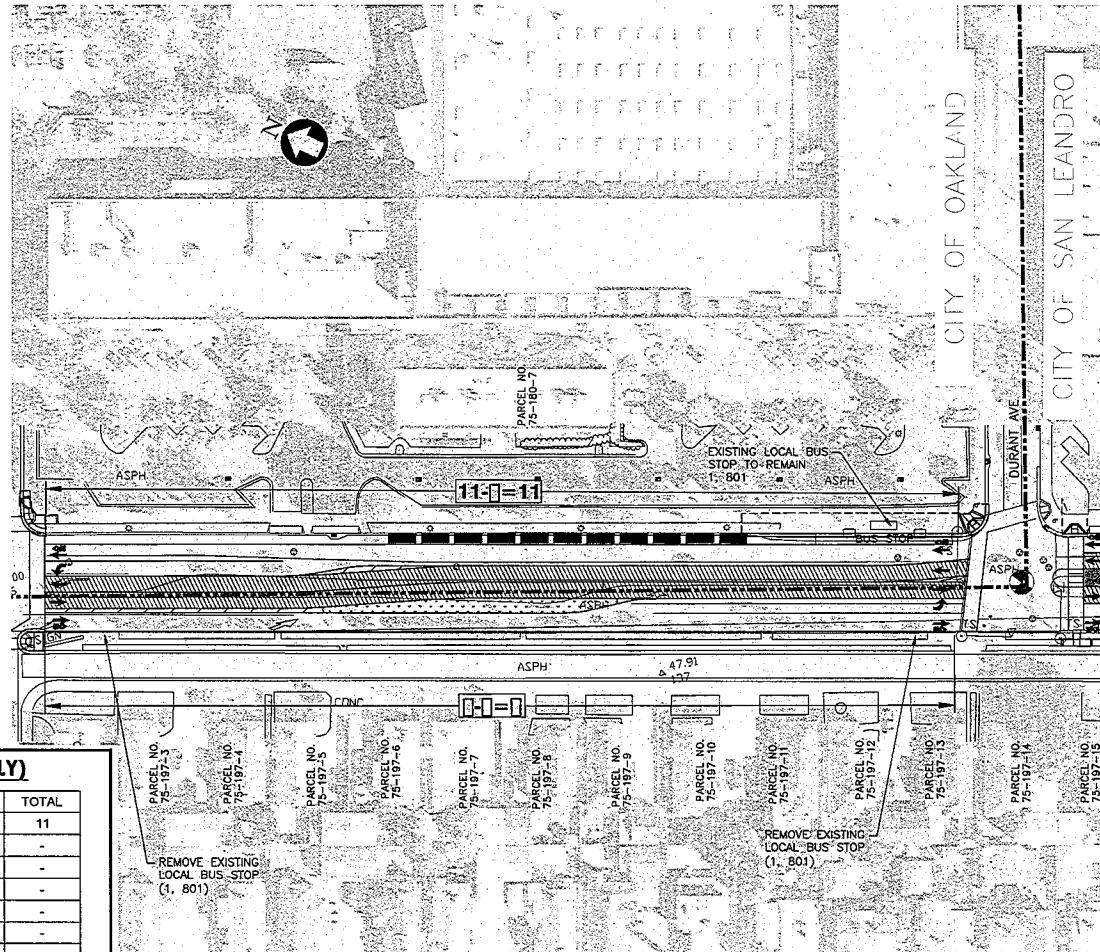
FEHR & PEERS

September 26, 2014

	EXCLUSIVE BRT LANE		DIRECTION OF TRAFFIC
	SHARED BRT LANE		SHARROW LEGEND
	HIGH VISIBILITY CROSSWALK		TRAFFIC SIGNAL EXISTING
	BRT STATION		TRAFFIC SIGNAL NEW PROPOSED
	LANDSCAPED MEDIAN ISLAND		PARKING, PASSENGER LOADING
	STRIPED MEDIAN ISLAND		PARKING, UNCONTROLLED
	EXISTING CURB LINE		PARKING, LOADING
	CONCRETE PAVEMENT/GUTTER		PARKING, CONTROLLED
	LANE LINE		PARKING, ADA
	BUS LINE TO REMAIN AT BUS STOP		PARKING, METERED
	BUS LINE TO BE REMOVED AT BUS STOP		PARKING, SHORT TERM
			(removed parking)
			(added parking)

$$\leftarrow x - y = z \rightarrow$$

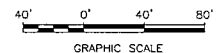
x = EXISTING PARKING
y = CHANGE IN PARKING
z = POST BRT PARKING



	EXISTING	ADDED	REMOVED	TOTAL
UNCONTROLLED	11	0	0	11
CONTROLLED	-	-	-	-
SHORT-TERM CONTROLLED	-	-	-	-
METERED	-	-	-	-
COMMERCIAL LOADING	-	-	-	-
PASSENGER LOADING	-	-	-	-
ADA	-	-	-	-
	11	0	0	11

EXHIBIT E-□
(District □)

OF



Oakland Business Sustainability Program Summary

The project is a Bus Rapid Transit Project, but the transit, pedestrian, bike, and motor vehicle enhancements that this project includes are intended to support and improve existing and future business opportunities along the corridor. A five-part Oakland Business Sustainability (BSP) Program has been developed to help further these goals. This City program is distinct but complimentary to the AC Transit Construction Impact Mitigations and Business Support Initiatives because the BSP Program will offer a comprehensive, integrated mix of services to directly support BRT route existing businesses, before, during and after construction of the BRT system. The program was developed based on input received from the BRT Community Outreach Working Group, merchant surveys conducted by AC Transit outreach efforts, Anew America merchant survey, and best practices of other business mitigation programs.

1. Business Technical Assistance Project

This is the most critical element of the Business Sustainability Program. The objectives of the Technical Assistance Project are to:

- Mitigate BRT construction impact by working with businesses prior to construction to help them prepare for what is to come
- Respond to the community and businesses request for support from the City of Oakland and AC Transit to help businesses that will be impacted by the construction
- Gather information prior to construction that can be used for post construction assessments to evaluate the longer-term impact of construction on businesses
- Increase business capacities and productivity
- Avoid business relocation and help to prevent business closures

The Program will formally start at “pre-construction stage,” to provide information, tools, training and assistance to encourage existing businesses to prepare for construction and be in a position to thrive once the system begins operation. As the Project is constructed and the BRT revenue operations begin, it is envisioned that the Business Sustainability Program will continue to provide support to existing businesses to adapt to new transit system and lead efforts to market and support new investment, businesses and development activities.

2. Business Interruption Fund

The nature of the project is similar to many other street improvements that the City conducts throughout Oakland and therefore actual business impacts are expected to be minimal or short-term. However, the City of Oakland will implement a Business Interruption Fund for qualified businesses to assist with short term construction and business operation impacts through a very favorable loan program. Eligibility for the proposed Business Interruption Loan Fund will be determined by the City of Oakland based upon best practices of other public entities.

The Fund will have requirements and restrictions that confirm need and maximize its use for businesses that experience extended or unscheduled disruption. Businesses will be required to participate in an assessment process and will be required to participate in the program designed for their needs, if they expect to apply for the City of Oakland's Business Interruption Fund Program. Finalization of the eligibility criteria and use of funds is in development.

3. Existing City of Oakland Business Development Programs

The City intends to increase its marketing and use of current business development financing and grant programs along the BRT Corridor. The City has approximately \$1M of its Citywide Façade Improvement & Tenant Improvement Matching Grants, earmarked for former redevelopment areas, some of which are within the Oakland BRT corridor route. Additionally the City has established other loan programs targeted to small and midsize existing businesses.

4. Capital Improvement Mitigation Project

The Oakland City Council further increased its commitment to the BRT Project in June 2014, by appropriating \$1M in General Funds for capital improvements to further enhance or provide gap funding for needed physical improvements to public infrastructure along the Corridor.

5. International Blvd Pedestrian Lighting & Sidewalk Repair Program

The City of Oakland was awarded a \$2.45M grant from the State Active Transportation Grant Program. The funds are earmarked for sidewalk repairs and to provide pedestrian-scale lighting along the length of International Boulevard. These improvements complement the roadway and center median improvements of AC Transit's Bus Rapid Transit (BRT) project.


Table 1: Oakland Business Sustainability Budget and Program Management

Element	Budget	City Department	Identified Contractor
1. Business Technical Assistance (TA) Project	2,500,000	EWD	OBDC
2. Business Interruption Project	1,000,000	EWD	-
3. Access to Existing City Grant / Loan Programs	1,000,000	EWD	-
4. BRT Capital Improvement Mitigation Projects	1,000,000	OPW	-
5. Int'l Blvd Pedestrian Access & Safety Project	2,480,000	OPW	-
Total	\$7,980,000		

The City of Oakland, Economic & Workforce Development (EWD) and Oakland Public Works Departments (OPW) will manage the Business Sustainability Program (BSP). Each department anticipates hiring permanent and grant-funded limited duration staffing to administer the 3-year program. All five elements are under development and staff plans to return to Council in April 2015 with an informational update and to gain necessary approvals.

2014 OCT 30 PM 2:32

APPROVED AS TO FORM AND LEGALITY:


Deputy City Attorney

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

A RESOLUTION ACCEPTING AND APPROPRIATING UP TO \$1,450,000 IN EAST BAY BUS RAPID TRANSIT (BRT) PROJECT FUNDS FROM AC TRANSIT FOR REIMBURSEMENT OF CITY OF OAKLAND STAFF COSTS FOR THE FINAL DESIGN AND CONSTRUCTION PHASE ACTIVITIES AND AUTHORIZING THE CITY ADMINISTRATOR TO APPROVE THE COST ALLOCATION 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/FEISS) for the East Bay 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 its own CEQA-related findings of AC Transit for the BRT Project; adopted the DOSL as 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 C.M.S.); and

WHEREAS, on July 30, 2013, Oakland City Council Resolution No. 84570 C.M.S authorized the City Administrator to enter into Master Cooperative Agreement (MCA) with AC Transit for Final Design and Construction Phases of the BRT Project, and the MCA provides that AC Transit shall reimburse the City of Oakland for up to \$1,450,000 in staff costs supported by approved City Oracle Labor Reports and any indirect costs supported by a City-adopted cost allocation plan.

WHEREAS, In April 2014, the City Administrator and ACT General Manager agreed in principle to add \$2,500,000 in ACT project cost savings to the BIM-F to establish a Business Sustainability Program (BSP); and

WHEREAS, The BSP agreement is based on the City matching \$2,000,000 for other activities, Housing and Community Development staffers have proposed that \$1,000,000 in future CDBG funding be allocated to the BSP contingent upon availability from HUD, and the additional \$1,000,000 in matching funds will come from a one-time General Purpose Fund (1010) allocation approved by Council on July 1, 2014; and

RESOLVED: That the Oakland City Council hereby accepts from AC Transit and appropriates up to \$1,450,000 for City staff costs related to Final Design and Construction of the BRT Project and authorizes the City Administrator to approve the City cost allocation plan for these routine program management, design review, permitting, inspection, and construction management activities.

FURTHER RESOLVED: \$500,000 shall be appropriated to the Miscellaneous Grants Fund 2999; ADA Programs Organization 30214; BRT Capital Improvement Program Project P472210; ACT Transit BRT Program W985 and \$950,000 shall be appropriated to the Miscellaneous Grants Fund 2999; ADA Programs Organization 30214; BRT Capital Improvement Program Project P472220; ACT Transit BRT Program W985.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, GALLO, GIBSON MCELHANEY, KALB, KAPLAN, REID, SCHAAF
AND PRESIDENT KERNIGHAN

NOES-

ABSENT-

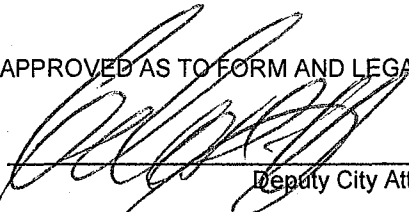
ABSTENTION-

ATTEST:

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

2014 OCT 30 PM 2:32

APPROVED AS TO FORM AND LEGALITY:


Deputy City Attorney

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

A RESOLUTION APPROVING THE EAST BAY BUS RAPID TRANSIT (BRT) PROJECT BUSINESS IMPACT MITIGATION PLAN FOR ADVANCED UTILITY RELOCATIONS 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

WHEREAS, on April 25, 2012, the Alameda - Contra Costa County (AC) Transit District Board of Directors adopted Resolution No. 12-018 certifying the Final Environmental Impact Report/Statement (FEIR/FEIS) for the East Bay Bus Rapid Transit 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 its own CEQA-related findings of AC Transit for the BRT Project; adopted the DOSL as 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 C.M.S.); and

WHEREAS, Resolution No. 84570 C.M.S 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 and Cost Estimates; and

WHEREAS, the COA Standards require that AC Transit submit a draft Business 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 of the BRT Project; and

WHEREAS, the BRT Project will be constructed in two phases; Phase I will include Advanced Utility Relocations, Fruitvale Bypass, and Off-Street Parking lot construction and commence in November 2014 and Phase II will include the Major Roadway Project and is scheduled to commence in August 2015; and

WHEREAS, Phase I construction consists of advance mitigations required by the FEIR/FEIS and will result in no permanent reduction in the number of on-street parking spaces;

WHEREAS, Oakland Public Works Department approved the 100% plans, specifications, and estimates (PSE) for Construction Bid Package #1: Advanced Utility Relocations in September 2014 and these 100% PSE when packaged with City Council approved Business Impact Mitigation Plans will constitute the complete permit package; and

WHEREAS, the completion of Bid Package #1 construction will result in a significantly improved sanitary sewer infrastructure system, including but not limited to 51 private sewer lateral upgrades within 20 city blocks in Oakland; these improvements will complement other city initiatives to enhance sewer infrastructure; and no net on-street parking loss or adverse infrastructure impacts are associated with Bid Package #1; and

WHEREAS, Oakland Public Works Department approved the 100% plans, specifications, and estimates (PSE) for Construction Bid Package #2: Fruitvale Bypass and Off-Street Parking Lots in October 2014 and these 100% PSE when packaged with City Council approved Business Impact Mitigation Plans will constitute the complete permit package; and

WHEREAS, the permanent improvements resulting from the completion of Bid Package #2 construction will be off-street parking lots to mitigate the displacement of parking spaces in the Fruitvale and Elmhurst sectors of the corridor and modernization of the Fruitvale Bypass route that results in a net increase of on-street parking on that route; and

WHEREAS, significant benefits that will be derived from Bid Package #2 construction, including the alleviation of congestion and rerouting of traffic at the 12th St-Fruitvale Avenue intersection to the Fruitvale-10th Street intersection, fiber optic cable upgrade to traffic signals, the addition of new sidewalks, curbs and gutters along 10th Street, and newly paved and striped streets; and

WHEREAS, Resolution No. 84570 C.M.S. urges 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) in the development of the P/BIM-P, the expanded group includes the East Bay Asian Local Development Corporation, Downtown Oakland and Uptown Lake Merritt District Associations, OCCUR and Transform;

WHEREAS, AC Transit and City staffers, along with COWG partners, conducted extensive community engagement to inform stakeholders about planned construction and to gather feedback on the draft Business Impact Mitigation Plan for Advanced Utility Relocations and the Parking and Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lot Construction in the Fruitvale and Elmhurst Areas of Oakland; now, therefore be it

RESOLVED: That the Oakland City Council hereby approves the Business Impact Mitigation Plan for Advanced Utility Relocations (Bid Package #1) dated November 20, 2014 and the Parking and Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lots Construction (Bid Package #2) dated September 30, 2014, and authorizes the City Administrator to approve necessary updates and amendments to these plans.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, GALLO, GIBSON MCELHANEY, KALB, KAPLAN, REID, SCHAAF
AND PRESIDENT KERNIGHAN

NOES-

ABSENT-

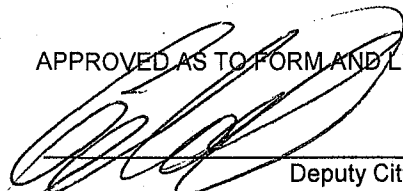
ABSTENTION-

ATTEST:

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

2014 OCT 30 PM 2:32

APPROVED AS TO FORM AND LEGALITY:


Deputy City Attorney

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

A RESOLUTION ACCEPTING AND APPROPRIATING UP TO \$2,500,000 FROM AC TRANSIT TO THE DEVELOPMENT AND IMPLEMENTATION OF THE CITY OF OAKLAND BUSINESS SUSTAINABILITY PROGRAM OF THE EAST BAY BUS RAPID TRANSIT (BRT) PROJECT BUSINESS IMPACT MITIGATION FUND

WHEREAS, on April 25, 2012, the Alameda - Contra Costa County (AC) Transit District Board of Directors adopted Resolution No. 12-018 certifying the Final Environmental Impact Report/Statement (FEIR/FEISS) for the East Bay Bus Rapid Transit 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 its own CEQA-related findings of AC Transit for the BRT Project; adopted the DOSL as 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 C.M.S.); and

WHEREAS, Resolution No. 84570 C.M.S 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 and Cost Estimates; and

WHEREAS, the COA Standards require that AC Transit submit a draft Business 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 the 95% Design Phase of the BRT Project; and

WHEREAS, Resolution No. 84570 C.M.S. urges AC Transit to set aside in abeyance sufficient dollars to implement a comprehensive BRT - Business Impact Mitigation Fund (BIM-F) and urges City staffers to actively seek out additional, more flexible private and/or public funding and supportive services to supplement the BIM-F; and

WHEREAS, Resolution No. 84570 C.M.S. urges 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) in the development of the P/BIM-P, the expanded group includes the

East Bay Asian Local Development Corporation, Downtown Oakland and Uptown Lake Merritt District Associations, OCCUR and Transform; and

WHEREAS, the City and AC Transit staff have worked cooperatively to identify project cost savings and to jointly meet with the COWG to develop a more robust Business Impact Mitigation Fund with the primary objectives of strengthening the ability of existing businesses to proactively prepare and effectively manage adverse conditions that may occur during periods of construction and fully exploit beneficial opportunities that may arise after construction is completed; and

WHEREAS, the City of Oakland and AC Transit agree that a well-implemented BRT project will have beneficial impacts to the businesses along the Corridor and that the overall project success will be further enhanced by targeted business support and development services through the City of Oakland; and

WHEREAS, in April 2014, the Oakland City Administrator and AC Transit General Manager agreed in principle to add up to \$2,500,000 in AC Transit funds to the BIM-F to establish a Business Sustainability Program to be managed and implemented by the City; and

WHEREAS, the City Administrator and General Manager further agreed that AC Transit will provide a \$500,000 start-up grant to the City for technical assistance program development activities, after which AC Transit will provide up to \$2,00,000 in additional funding exclusively for the Business Sustainability Program (BSP); and

WHEREAS, the BSP agreement is based on the City matching \$2,000,000 for other activities, Housing and Community Development staffers have proposed that \$1,000,000 in future CDBG funding be allocated to the BSP contingent upon availability from HUD, and the additional \$1,000,000 in matching funds will come from a one-time General Purpose Fund (1010) allocation approved by Council on July 1, 2014; and

WHEREAS, the AC Transit BRT Construction Impact Mitigations are currently budgeted at \$8,816,000, the AC Transit BRT Business Support Activities are budgeted at \$2,165,000, and the newly proposed AC Transit Business Sustainability Program contribution is budgeted at \$2,500,000, bringing the baseline AC Transit BIM-F contribution to \$13,481,000; and

WHEREAS, the Eastbay BRT Project overall adds to the revitalization efforts for the entire International Boulevard and the other corridor segments of the BRT route in Oakland; and that AC Transit and the City's additional investment of \$7,980,000 in funding to support business sustainability activities related to this major transit oriented development will not have any implications or establish standards for future AC Transit, City or other major transit developments and/or capital project budgets going forward; now, therefore, be it

RESOLVED: That the Oakland City Council hereby accepts from AC Transit and appropriates up to \$2,500,000 to fund the Business Sustainability Program as outlined in the accompanying staff report, and authorizes the City Administrator to negotiate and enter into an amendment to the Master Cooperative Agreement with AC Transit District to provide for this funding; and be it

FURHTER RESOLVED: That the Oakland City Council hereby authorizes and directs the City Administrator to develop the BRT – Business Mitigation Fund - Business Sustainability Program as per the requirements set forth by AC Transit as it relates to segregation of the \$2,500,000 in funding, regular quarterly reports, and assurances that where BRT Project funds are expended the procurement and reporting processes fully comply with Federal Transit Administration requirements governing expenditure of federal funds; and be it;

FURTHER RESOLVED: \$500,000 shall be appropriated to the Miscellaneous Grants Fund 2999; ADA Programs Organization 30214; BRT Capital Improvement Program Project P472230; ACT Transit BRT Program W985 and \$2,000,000 shall be appropriated to the Miscellaneous Grants Fund 2999; ADA Programs Organization 30214; BRT Capital Improvement Program Project P472240; ACT Transit BRT Program W985.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, GALLO, GIBSON MCELHANEY, KALB, KAPLAN, REID, SCHAAF
AND PRESIDENT KERNIGHAN

NOES-

ABSENT-

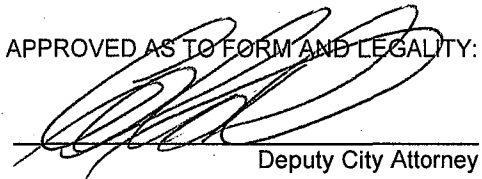
ABSTENTION-

ATTEST:

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

2014 OCT 30 PM 2:32

APPROVED AS TO FORM AND LEGALITY:


Deputy City Attorney

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

A RESOLUTION WAIVING THE COMPETITIVE REQUEST FOR PROPOSAL ("RFP") SELECTION REQUIREMENT AND AUTHORIZING THE CITY ADMINISTRATOR TO ENTER INTO A NEW PROFESSIONAL SERVICES AGREEMENT WITH THE OAKLAND BUSINESS DEVELOPMENT CORPORATION (OBDC) IN AN AMOUNT NOT TO EXCEED \$500,000 TO ADMINISTER THE STARTUP PHASE OF THE TECHNICAL ASSISTANCE ELEMENT OF THE CITY OF OAKLAND EAST BAY BUS RAPID TRANSIT (BRT) PROJECT BUSINESS IMPACT MITIGATION FUND

WHEREAS, on April 25, 2012, the Alameda - Contra Costa County (AC) Transit District Board of Directors adopted Resolution No. 12-018 certifying the Final Environmental Impact Report/Statement (FEIR/FEISS) for the East Bay Bus Rapid Transit 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 its own CEQA-related findings of AC Transit for the BRT Project; adopted the DOSL as 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 C.M.S.); and

WHEREAS, Resolution No. 84570 C.M.S 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 and Cost Estimates; and

WHEREAS, the COA Standards require that AC Transit submit a draft Business 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 the 95% Design Phase of the BRT Project; and

WHEREAS, Resolution No. 84570 C.M.S. urges AC Transit to set aside in abeyance sufficient dollars to implement a comprehensive BRT - Business Impact Mitigation Fund (BIM-F) and urges City staffers to actively seek out additional, more flexible private and/or public funding and supportive services to supplement the BIM-F; and

WHEREAS, Resolution No. 84570 C.M.S. also urges 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) in the development of the P/BIM-P, the expanded group includes the East Bay Asian Local Development Corporation, Downtown Oakland and Uptown Lake Merritt District Associations, OCCUR and Transform; and

WHEREAS, the City and AC Transit staff have worked cooperatively to identify project cost savings and to jointly meet with the COWG to develop a more robust Business Impact Mitigation Fund with the primary objectives of strengthening the ability of existing businesses to proactively prepare and effectively manage adverse conditions that may occur during periods of construction and fully exploit beneficial opportunities that may arise after construction is completed; and

WHEREAS, the City of Oakland and AC Transit agree that a well-implemented BRT project will have beneficial impacts to the businesses along the Corridor and that the overall project success will be further enhanced by targeted business support and development services through the City of Oakland; and

WHEREAS, in April 2014, the Oakland City Administrator and AC Transit General Manager agreed in principle to add up to \$2,500,000 in AC Transit funds to the BIM-F to establish a Business Sustainability Program to be managed and implemented by the City;

WHEREAS, the City Administrator and General Manager further agreed that AC Transit will provide a \$500,000 start-up grant to the City for technical assistance program development activities, after which AC Transit will provide up to \$2,00,000 in additional funding exclusively for the Business Sustainability Program (BSP); and

WHEREAS, the BSP agreement is based on the City matching \$2,000,000 for other activities, Housing and Community Development staffers have proposed that \$1,000,000 in future CDBG funding be allocated to the BSP contingent upon availability from HUD, and the additional \$1,000,000 in matching funds will come from a one-time General Purpose Fund (1010) allocation approved by Council on July 1, 2014; and

WHEREAS, the AC Transit BRT Construction Impact Mitigations are currently budgeted at \$8,816,000, the AC Transit BRT Business Support Activities are budgeted at \$2,165,000, and the newly proposed AC Transit Business Sustainability Program contribution is budgeted at \$2,500,000, bringing the baseline AC Transit BIM-F contribution to \$13,481,000; and

WHEREAS, the Eastbay BRT Project overall adds to the revitalization efforts for the entire International Boulevard and the other corridor segments of the BRT route in Oakland; and that AC Transit and the City's additional investment of \$7.98 million in funding to support business sustainability activities related to this major transit oriented development will not have any implications or establish standards for future AC Transit, City or other major transit developments and/or capital project budgets going forward; and

WHEREAS, the City of Oakland has contracted with the Oakland Business Development Corporation ("OBDC") since 1979 and, pursuant to Resolution No. 84344 C.M.S., the City of Oakland is currently contracting with OBDC for technical assistance services and loan marketing and underwriting services.

WHEREAS, OBDC is uniquely qualified to provide Technical Assistance to businesses operating along the BRT corridor to increase business productivity and offset a potential decline in business revenue and profitability during the BRT project. OBDC's technical assistance involves conducting a detailed assessment to uncover business risks and opportunities, developing business and action plans, providing access to the correct resources, and educating and working closely with business owners to achieve economic success; and

WHEREAS, OBDC effectively manages loan programs for the City of Oakland as well as its own lending programs and has demonstrated the capacity to provide unique technical assistance services to small businesses to further the City's goals of attracting, expanding, and retaining Oakland businesses, creating business and job opportunities for low and moderate income Oakland residents in particular; and

WHEREAS, the effective partnering of resources and expertise with OBDC furthers the City Council's goals of coordinating City services in order to attract and support existing businesses emphasizing sustainability (particularly the creation and retention of jobs for Oakland's low-moderate income residents), especially in neighborhood commercial areas like International Boulevard; and

WHEREAS, OMC Title 2, Chapter 2, Article I, Section 2.04.051.A requires staff to conduct a competitive Request for Proposal/Qualification (RFP/Q) selection process for the procurement of professional services; and

WHEREAS, OMC Title 2, Chapter 2, Article I, Section 2.04.051.B permits the Council to waive the competitive RFP/Q competitive selection requirement upon a finding and determination that it is in the best interests of the City to do so; and

WHEREAS, staff recommends that it is in the City's best interests to waive the competitive RFP/Q selection requirement for the professional services authorized hereunder because the Oakland Business Development Corporation's unique knowledge, technical assistance program experience, certifications from the US Small Business Administration (SBA), US Department of the Treasury, and approval from the Department of Housing & Urban Development (HUD) to act as the City of Oakland Loan Administrator since 1979; and

WHEREAS, OBDC has successfully managed discreet federal, local and foundation grant and loan programs as well as restricted accounts and OBDC has the administrative, fund management and reporting framework in place to comply with the requirements of AC Transit grant requirements as well as the City of Oakland; and

WHEREAS, the BRT Construction activities will begin in winter 2014 with advanced utility, parking lot construction and the Fruitvale Bypass construction, affecting business activities along the Oakland BRT and Bypass routes and there is an urgency to be begin the business technical assistance program prior to construction activities; and

WHEREAS, OBDC is prepared to readily start efforts in business outreach, technical assistance and loan services as needed for businesses that might be impacted by any BRT related construction activities; and the process to release a Request for Proposals is expected to take several months; and

WHEREAS, the City Council finds that the Agreement with OBDC is for services of a professional or specialized nature to provide full technical assistance services to an array of businesses from startup, micro-enterprises, small, mid and large businesses serving low- and moderate-income residents and businesses as well as providing technical assistance and lending activities to all residents and businesses located throughout the City of Oakland; and

WHEREAS, the City Council finds and determines that the services under this contract will be temporary and performance of the contract shall not result in the loss of employment or salary by any person having permanent status in the competitive service; now, therefore, be it

RESOLVED: That pursuant to OMC Section 2.04.051.B and for the reasons stated above and in the city administrator's report accompanying this Resolution, the Council hereby finds and determines that it is in the best interests of the City to waive the competitive RFP/Q competitive selection requirements for the above agreement, and be it

FURTHER RESOLVED: That the City Administrator, or his designee, is authorized to conduct negotiations to enter into an professional services agreement with OBDC or execute a new and separate professional services agreement with the Oakland Business Development Corporation (OBDC) in an amount not to exceed five hundred thousand dollars (\$500,000); and amend, modify or extend the agreement term as needed and take any other action necessary with respect to the contract or amendment consistent with this Resolution and its basic purpose; and be it

FURTHER RESOLVED: That this \$500,000 is part of the \$2,500,000 in BRT Project cost savings that AC Transit has agreed to add to the BIM-F to establish a Business Sustainability Program (BSP), and monies are available in Miscellaneous Grants Fund 2999; ADA Programs Organization 30214; BRT Capital Improvement Program Project P472240; ACT Transit BRT Program W985; and be it

FURTHER RESOLVED: That the City Administrator, or his designee, will coordinate with the AC Transit General Manager, or his designee, and ensure that where BRT Project funds are expended the procurement and reporting processes fully comply with Federal Transit Administration requirements governing expenditure of BRT Project funds; and be it

FURTHER RESOLVED: That the City Administrator is hereby authorized to execute any amendments or modifications to said agreements with the exception of those related to an increase in total compensation or the allocation of additional funds, and provided that such amendments or modifications shall be reviewed by the City Attorney and filed with the City Clerk's Office; and be it

FURTHER RESOLVED: That the agreements shall be reviewed and approved by the City Attorney and placed on file in the Office of the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, GALLO, GIBSON MCELHANEY, KALB, KAPLAN, REID, SCHAAF
AND PRESIDENT KERNIGHAN

NOES-

ABSENT-

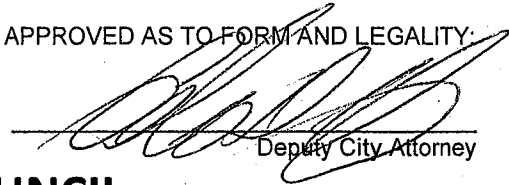
ABSTENTION-

ATTEST:

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

2014 OCT 30 PM 2: 32

APPROVED AS TO FORM AND LEGALITY:


Deputy City Attorney

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

A RESOLUTION ALLOCATING \$1,000,000 IN FISCAL YEAR 2015 – 2016 AND FISCAL YEAR 2016 – 2017 COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS TO THE CITY OF OAKLAND EAST BAY BUS RAPID TRANSIT (BRT) PROJECT BUSINESS IMPACT MITIGATION FUND – BUSINESS SUSTAINABILITY PROGRAM

WHEREAS, the U S Department of Housing and Urban Development (HUD) requires that the City of Oakland prepare and submit an annual Consolidated Plan Annual Action Plan (the Plan) as a condition for receiving Federal funds for housing and community development activities, and

WHEREAS, the Community Development Block Grant (CDBG) program goals include creating a suitable living environment through neighborhood revitalization and improvements in public facilities and services and expanding economic opportunities for lower income households; and CDBG funds must be used so as to give maximum feasible priority to activities which will carry out one of the three broad national objectives of: benefit to low- and moderate-income families; or aid in the prevention or elimination of slums or blight; or activities designed to meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community where other financial resources are not available to meet such needs; and

WHEREAS, eligible activities that can be funded by CDBG funding include microenterprise assistance through the provision of assistance to facilitate economic development by providing credit for the establishment, stabilization and expansion of microenterprises; providing technical assistance, advice and business support service to owners or developers of microenterprises; and providing general support to owners and developers or microenterprises, including training and technical assistance; and

WHEREAS, on April 25, 2012, the Alameda - Contra Costa County (AC) Transit District Board of Directors adopted Resolution No. 12-018 certifying the Final Environmental Impact Report/Statement (FEIR/FEIS) for the East Bay Bus Rapid Transit 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 its own CEQA-related findings of AC Transit for the BRT Project; adopted the DOSL as 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 C.M.S.); and

WHEREAS, Resolution No. 84570 C.M.S 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 and Cost Estimates; and

WHEREAS, the COA Standards require that AC Transit submit a draft Business 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 the 95% Design Phase of the BRT Project; and

WHEREAS, Resolution No. 84570 C.M.S. urges AC Transit to set aside in abeyance sufficient dollars to implement a comprehensive BRT - Business Impact Mitigation Fund (BIM-F) and urges City staffers to actively seek out additional, more flexible private and/or public funding and supportive services to supplement the BIM-F; and

WHEREAS, Resolution No. 84570 C.M.S. also urges 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) in the development of the P/BIM-P, the expanded group includes the East Bay Asian Local Development Corporation, Downtown Oakland and Uptown Lake Merritt District Associations, OCCUR and Transform; and

WHEREAS, the City and AC Transit staff have worked cooperatively to identify project cost savings and to jointly meet with the COWG to develop a more robust Business Impact Mitigation Fund with the primary objectives of strengthening the ability of existing businesses to proactively prepare and effectively manage adverse conditions that may occur during periods of construction and fully exploit beneficial opportunities that may arise after construction is completed; and

WHEREAS, the City of Oakland and AC Transit agree that a well-implemented BRT project will have beneficial impacts to the businesses along the Corridor and that the overall project success will be further enhanced by targeted business support and development services through the City of Oakland; and

WHEREAS, in April 2014, the Oakland City Administrator and AC Transit General Manager agreed in principle to add up to \$2,500,000 in AC Transit funds to the BIM-F to establish a Business Sustainability Program to be managed and implemented by the City;

WHEREAS, the City Administrator and General Manager further agreed that AC Transit will provide a \$500,000 start-up grant to the City for technical assistance program development activities, after which AC Transit will provide up to \$2,000,000 in additional funding exclusively for the Business Sustainability Program (BSP); and

WHEREAS, the BSP agreement is based on the City matching \$2,000,000 for other activities, Housing and Community Development staffers have proposed that \$1,000,000 in future CDBG funding be allocated to the BSP contingent upon availability from HUD, and the additional

\$1,000,000 in matching funds will come from a one-time General Purpose Fund (1010) allocation approved by Council on July 1, 2014; and

WHEREAS, the AC Transit BRT Construction Impact Mitigations are currently budgeted at \$8,816,000, the AC Transit BRT Business Support Activities are budgeted at \$2,165,000, and the newly proposed AC Transit Business Sustainability Program contribution is budgeted at \$2,500,000, bringing the baseline AC Transit BIM-F contribution to \$13,481,000; and

WHEREAS, the Eastbay BRT Project overall adds to the revitalization efforts for the entire International Boulevard and the other corridor segments of the BRT route in Oakland; and that AC Transit and the City's additional investment of \$7,980,000 in funding to support business sustainability activities related to this major transit oriented development will not have any implications or establish standards for future AC Transit, City or other major transit developments and/or capital project budgets going forward; and

WHEREAS, City staff, after consultation with the HUD Regional Offices, have determined that CDBG funding can be set aside from the upcoming FY 2015-2016 and FY 2016-2017 for various BRT Business Impact Mitigation Fund purposes, including but not limited to making infill infrastructure improvements (i.e. sidewalk repair) and making loans to eligible existing businesses that demonstrate a business loss as result of the transit system construction; now, therefore, be it

RESOLVED: That the Oakland City Council hereby allocates CDBG funds in the amount of \$500,000 in FY 2015-2016 and \$500,000 in FY 2016-2017 for a total of \$1,000,000 contingent upon the availability of funding and approval from HUD to the BRT Business Impact Mitigation Fund - Business Sustainability Program; and be it

FURTHER RESOLVED: That the Oakland City Council authorizes the City Administrator to distribute CDBG funds within the Business Sustainability Program budget as needed to ensure that all activities are adequately funded and that all expenditures are commensurate with HUD reporting requirements.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, GALLO, GIBSON MCELHANEY, KALB, KAPLAN, REID, SCHAAF
AND PRESIDENT KERNIGHAN

NOES-

ABSENT-

ABSTENTION-

ATTEST:

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