

Oakland's Major Development Projects x AC Transit

SR 22-280 Item 2D

OakDOT/AC Transit Interagency Liaison Committee, May 11, 2022

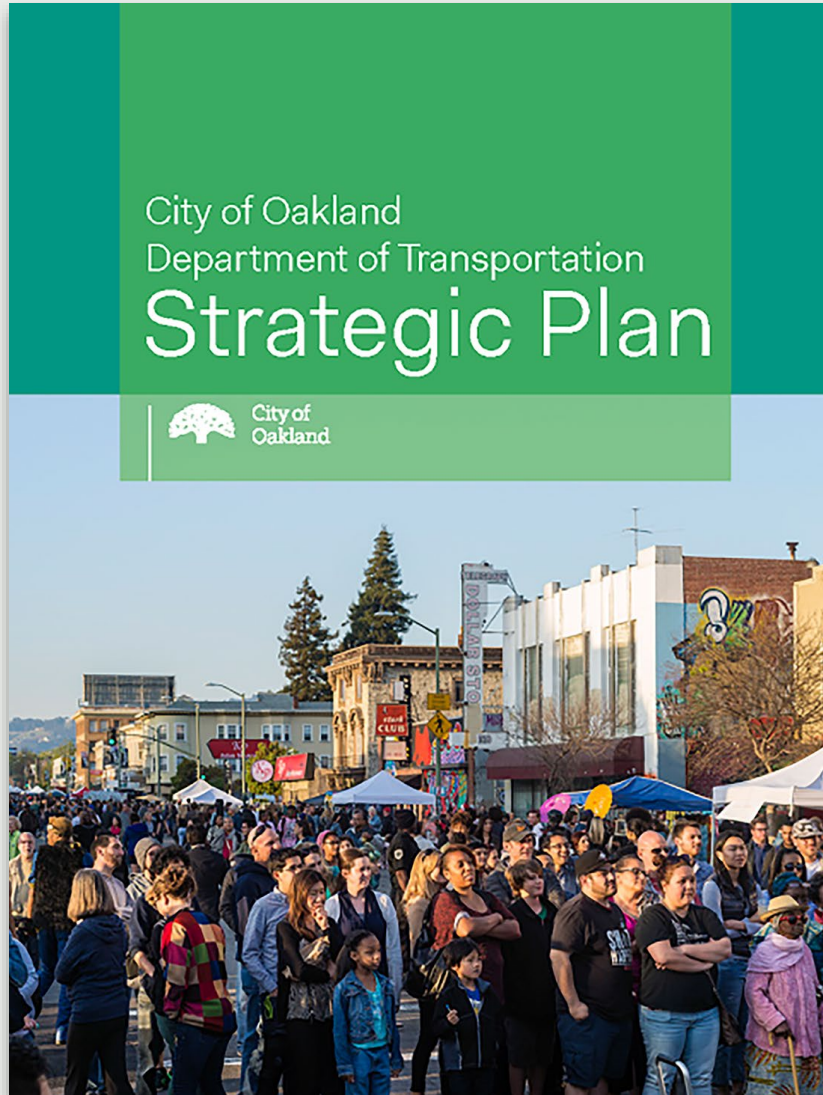
Audrey Harris | Development Review Lead



City of
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Department of
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OakDOT's Strategic Plan: Land Use



- Coordinate land use planning efforts with transportation plans and projects;
- Manage demand for transportation generated by new development; and
- Leverage new development to achieve and support public right of way improvements



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Major Development Projects

Oakland's Bureau of Planning Major Development Team

Criteria:

- 50+ residential units; or
- 50,000 + sf of new non-residential floor area; or
- Involves a general plan amendment and/or rezoning; or
- Requires an EIR; or
- A particularly complex project involving multiple department permits and approvals



Non-Major Development Projects

Oakland's Bureau of Planning Zoning Team

Criteria:

- Any project that does not meet the definition of a “major development”
- Examples:
 - 10-unit residential building
 - 100% affordable housing project
 - Gas station

Depending on the nature of the project, it may be routed to the DOT based on the Planner's discretion



Transportation Impact Review Guidelines

Scope Topics	Passes CEQA Screen: < 50 trips	Passes CEQA Screen: > 50 trips	Does not pass CEQA Screen
Project Summary	X	X	X
Trip Generation	X	X	X
Trip Distribution & Assignment		X	X
Intersection Analysis		X	X
Collision History & Analysis		X	X
Construction Analysis		X	X
TDM Plan		X	X
Detailed VMT analysis			X

Significance of Criteria

The project would have a significant impact if it would:

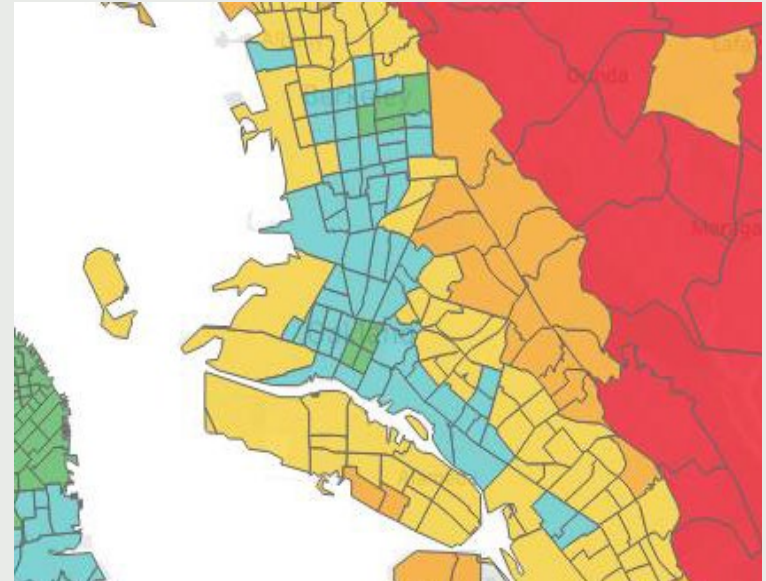
- Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system; or
- Cause substantial additional VMT per capita, per service population; or
- Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network.



VMT Screening Criterion

No significant VMT impact IF it meets ONE of the following:

1. Small project
2. Located in low VMT zone
3. Located near transit



Ways to Address Impacts

- Mitigation Measures
- Standard Conditions of Approval
 - Bike Parking
 - Transportation Improvements – Non-CEQA recommendations
 - Transportation Demand Management Plan*
 - Plug-in Electric Vehicle Charging Infrastructure
 - Construction Activity in the Right of Way
 - Railroad Crossing Improvements
 - Transportation Impact Fee



Mandatory TDM Strategies

Table 4: Required/Mandatory TDM Strategies¹⁰

Improvement	Required by code or when...
Bus boarding bulbs or islands	• A bus boarding bulb or island does not already exist and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb
Bus shelter	• A stop with no shelter is located within the project frontage, or • The project is located within 0.10 miles of a flag stop with 25 or more boardings per day
Concrete bus pad	• A bus stop is located along the project frontage and a concrete bus pad does not already exist
Curb extensions or bulb-outs	• Identified as an improvement within site analysis
Implementation of a corridor-level bikeway improvement	• A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and • The project would generate 500 or more daily bicycle trips
Implementation of a corridor-level transit capital improvement	• A high quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips
Installation of	• Always required

Optional TDM Strategies

- Direct on-site sale of transit passes purchased in bulk
- Provision of transit subsidy to employees/residents
- Provision of an ongoing contribution to transit service
- *Shuttle*
- On-site carshare access and/or membership
- Additional bike parking
- Marketing and real-time information displays



ECAP Checklist

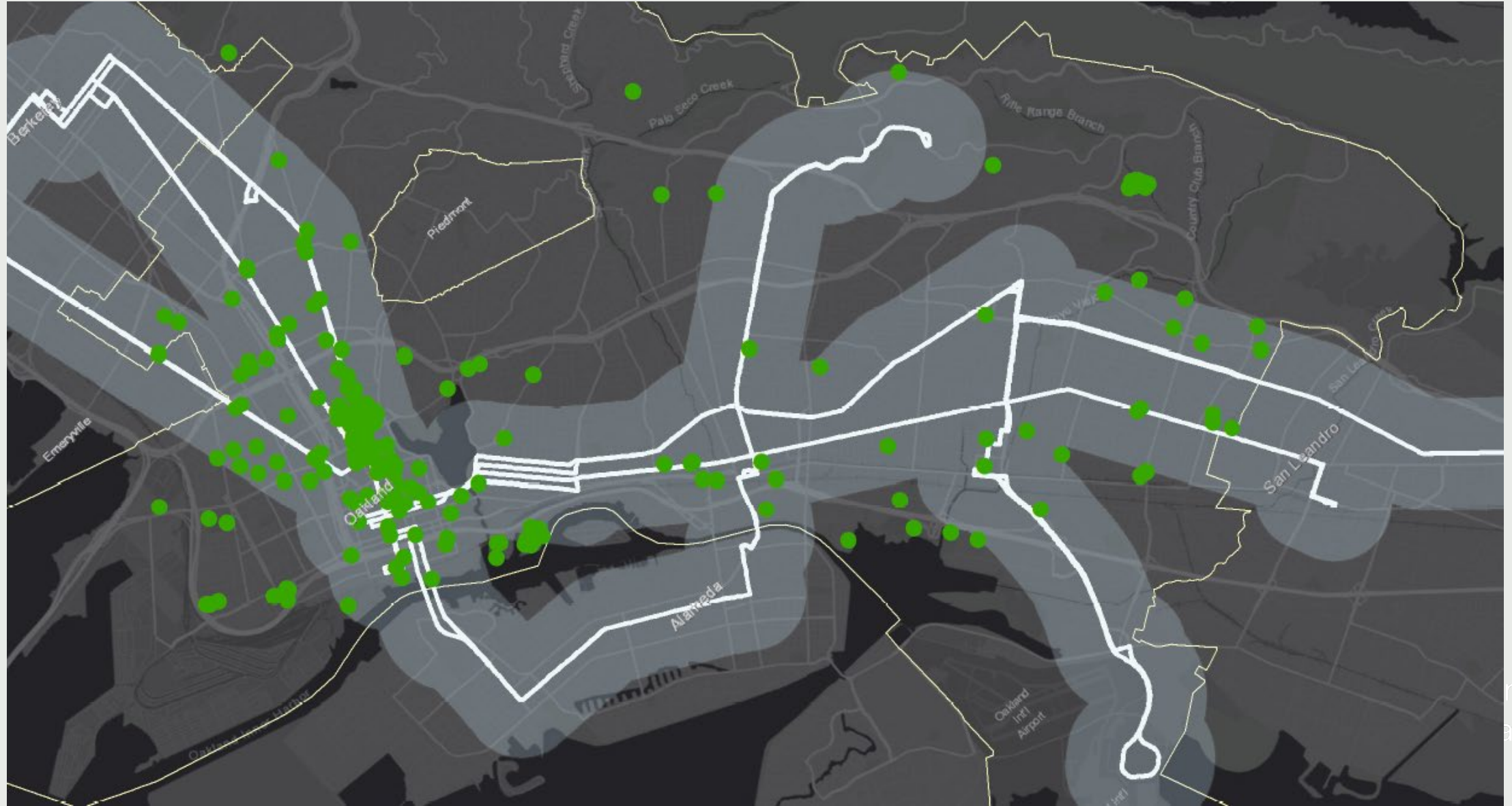
A project is considered in compliance with the City's CEQA GHG Threshold of Significance if the project meets specific criteria.

For example, a project that:

- Is in a transit accessible area and not overparking
- Will include transit passes for employees and/or residents as part of TDM Plan
- Will include one or more TDM strategies, regardless of being required to have a TDM Plan



Major Development x Transit



Thank You

Audrey Harris | aharris2@oaklandca.gov



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