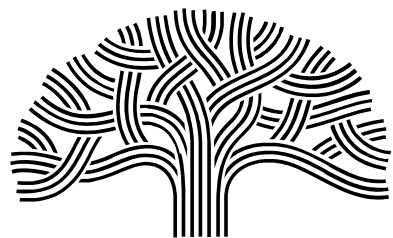


MTC TOC Grant: OakDOT Parking & TDM Update

Colin Piethe, Kerby Olsen
Transportation Planner II and Supervising
Transportation Planner

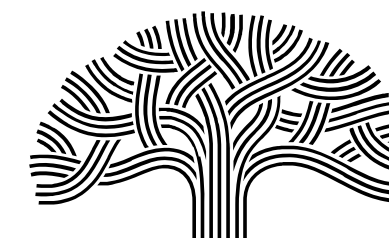


**CITY OF
OAKLAND**



Agenda

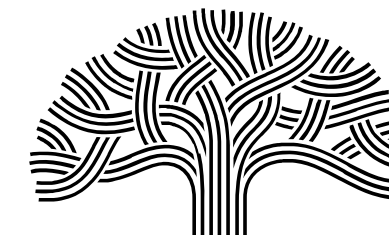
- **Introductions**
- **Review project objectives, scope, and schedule**
- **Discussion**



**CITY OF
OAKLAND**

Policy Context

- **City of Oakland General Plan Update 2045 – Land Use and Transportation Element**
 - City is currently in Phase 2 of the General Plan Update, expecting to complete by early 2027, which will inform the development of this project
 - OakDOT worked with the Planning & Building Department to apply for a grant to update to the City's parking requirements
 - OakDOT will engage specific GPU stakeholders pending coordination with Planning & Building staff
 - Staff will collaborate across departments and deliver final recommendations to City Council

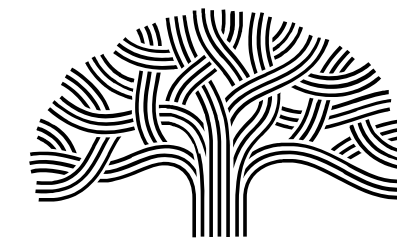


**CITY OF
OAKLAND**

Project Objectives



Review and update off -street parking requirements to comply with MTC's new TOC Policy requirements



**CITY OF
OAKLAND**

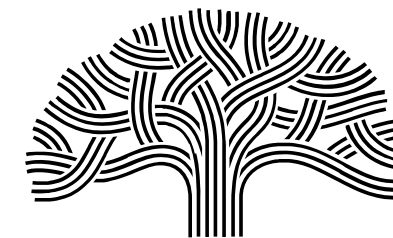
Project Objectives



Review and update off -street parking requirements to comply with MTC's new TOC Policy requirements



Review and update Oakland's existing TDM policy and monitoring process for development project conditions of approval



**CITY OF
OAKLAND**

Project Objectives



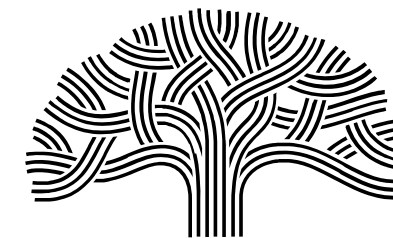
Review and update off-street parking requirements to comply with MTC's new TOC Policy requirements



Review and update Oakland's existing TDM policy and monitoring process for development project conditions of approval



Develop a City Council Ordinance to implement any recommendations



**CITY OF
OAKLAND**

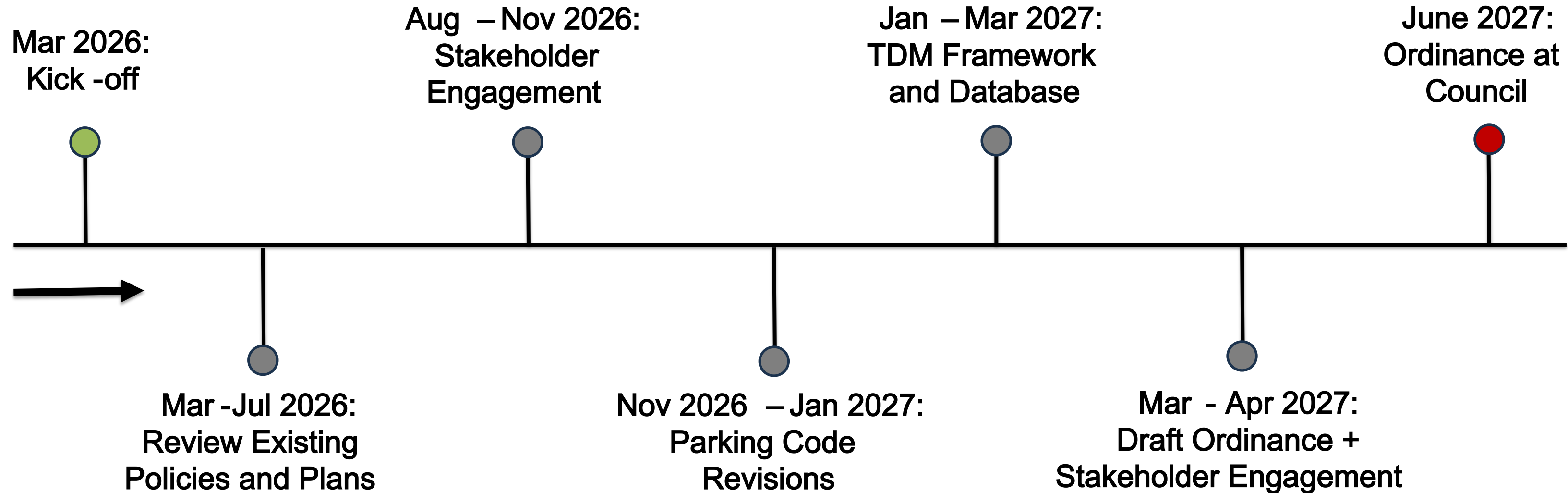
Scope of Work Tasks

1. Project Management
2. Review of Existing Policies and Plans
3. Stakeholder and Public Engagement
4. Parking Code Revisions
5. TDM Policy Framework and Database
6. Ordinance Development



Photo by Lowney Architecture
Parking garage at MacArthur BART station

Project Schedule



TDM Policy: Current Process

- Development review staff review new project applications for transportation impacts:
 - If the project generates excess VMT, or over 50 peak hour trips, the City requires a TDM Plan, which often includes recommendations for EasyPass participation for employers and residences
- Projects that exceed 100 peak hour trips are required to submit annual TDM compliance reports for the first five years of operation
 - *OakDOT does not currently have the capacity for monitoring compliance, but will develop this through the TOC grant*

TDM Policy: Process Update

- **Review and update TDM Strategies in the Transportation Impact Review Guidelines (TIRG)**
 - Add and refine strategies related to land-use, transit (EasyPass, BayPass), parking, bicycle, etc...as they are feasible in different land-use contexts (ex. mix onsite land uses, parking cashout, etc..)

TDM Policy: Process Update

- Review and update TDM Strategies in the Transportation Impact Review Guidelines (TIRG)
 - Add and refine strategies related to land-use, transit (EasyPass, BayPass), parking, bicycle, etc...as they are feasible in different land-use contexts (ex. mix onsite land uses, parking cashout, etc..)
- **Review and update requirements for TDM Compliance and Monitoring**
 - Staff may adopt new developer fees for compliance monitoring, and potential fees for non-compliance

TDM Policy: Process Update

- Review and update TDM Strategies in the Transportation Impact Review Guidelines (TIRG)
 - Add and refine strategies related to land-use, transit (EasyPass, BayPass), parking, bicycle, etc...as they are feasible in different land-use contexts (ex. mix onsite land uses, parking cashout, etc..)
- Review and update requirements for TDM Compliance and Monitoring
 - Staff may adopt new developer fees for compliance monitoring, and potential fees for non-compliance
- Investigate the creation and maintenance of an *online database of TDM Plans.*
 - In combination with the database, or through a separate website, staff will create a publicly available online resource to host information about TDM Plan strategies and requirements
 - This may include a list of all planned and completed development projects that are required to offer EasyPass

Off-Street Parking Requirements

New MTC **residential** maximum parking requirements:

- *1 space per unit or lower*

City **residential** maximum parking requirements:

- S-15 and D-CO-1 Zones:
 - *0.5 space for each dwelling unit.*
- D-DT and D-LM Zones:
 - *.75 space per dwelling unit*
- All other zones:
 - *No maximum parking requirement.*

Off-Street Parking Requirements

New MTC maximum parking requirements for residential uses:

- *1 space per unit or lower*

New MTC **commercial** maximum parking requirements for:

- *2.5 spaces per 1,000 square feet or lower*

City residential maximum parking requirements:

- S-15 and D-CO-1 Zones:
 - *0.5 space for each dwelling unit.*
- D-DT and D-LM Zones:
 - *.75 space per dwelling unit.*
- All other zones:
 - *No maximum parking requirement.*

City **commercial** maximum parking requirements:

- D-DT, D-LM-2 through D-LM-5, D-CO-1, and S-15 Zones:
 - *One (1) space for each five hundred (500) square feet of floor area.*
- All other zones:
 - *No maximum parking requirement.*

Parking Code Revisions

- Conduct an *economic feasibility analysis* for implementing new maximum parking requirements, which will include:
 - Meetings with appointed and elected officials
 - Literature review
 - Meetings with Department of Economic and Workforce Development
 - Review of Oakland historical sales tax, property tax, and other relevant economic metrics and their correlation to parking provision (e.g., impacts of removing minimum parking requirements in Downtown Oakland)
 - Pro forma and analysis memorandum based on input from these stakeholders
 - Meet with up to 3 local developers to ground-truth Pro Forma analysis findings

Discussion