STAFF REPORT

TO: AC Transit Board of Directors
FROM: David J. Armijo, General Manager
SUBJECT: BRT Parking and Business Improvement Programs

ACTION ITEM

RECOMMENDED ACTION(S):

Consider receiving an informational report on development of business and parking impact mitigation programs for the East Bay Bus Rapid Transit (BRT) Project including the allocation of funds for a Business Technical Assistance Program of $2.5 million for City of Oakland and $.294 million for City of San Leandro.

Consider approving the Business Impact Mitigation Plan for Bid Package #1, Advanced Utilities and the Parking and Business Impact Mitigation Plan for Bid Package #2, Fruitvale Bypass and Off-Street Parking Lots (Fruitvale and Elmhurst).

EXECUTIVE SUMMARY:

Since the last update to the Board of Directors in May 2014, interagency staff, while conducting intensive merchant engagement process, has completed the 100% Plans, Specifications and Estimates (PS&E) for Advanced Utility Bid Package #1 and Fruitvale Bypass & Off-Street Parking Lot Bid Package #2; prepared a corridor-wide parking impact report and parking improvement plans for Bid Package 2; developed the Oakland Business Sustainability Program; and identified fund elements and allocated budget for the Business Impact Mitigation Fund.

At the September 30, 2014, Policy Steering Committee (PSC) meeting, committee members recommended that the Board approve the Business Impact Mitigation Plan for Bid Package #1, Advanced Utilities and the Parking and Business Impact Mitigation Plan for Bid Package #2, Fruitvale Bypass and Off-Street Parking Lots (Fruitvale and Elmhurst).

BUDGETARY/FISCAL IMPACT:

The District has allocated $14,030,000 of project funding to the proposed business and parking improvement mitigation fund in compliance with FTA guidelines. The District’s part is comprised of three major elements: $8,816,000 for construction impact mitigations; $2,420,000 Business Support Initiatives and $2,794,000 for Business Technical Assistance programs.
The following table lists the funding amount for each element of the BRT Business and Parking Improvement mitigation fund. AC Transit (ACT) has previously allocated Construction Impact Mitigation, Business Support Initiatives funds (Table 1 – Sections A + B) to comply with the Final Environmental Impact Statement (FEIS) and Comprehensive Operations Analysis (COA), all in alignment with Federal Transit Administration (FTA) regulations for grants governing the use of federal funds. In April 2014, the AC Transit’s General Manager and Oakland City Administrator announced an agreement, in principle, to add a Business Sustainability Program (Table 1 – Section C) to enhance the overall program and make it more robust. The District agreed in principle to allocate funds for the Technical Assistance component (C.1. and D) while the City Of Oakland committed to funding items C2 to C5.

Table 1. Business Impact Mitigation Fund

<table>
<thead>
<tr>
<th>Program Element</th>
<th>Budget</th>
<th>Funder</th>
<th>Source</th>
<th>Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Construction Impact Mitigations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Fruitvale Bypass &amp; Parking Lots</td>
<td>5,000,000</td>
<td>ACT</td>
<td>BRT Project</td>
<td>✔</td>
</tr>
<tr>
<td>2. On-Street Parking Modifications</td>
<td>750,000</td>
<td>ACT</td>
<td>BRT Project</td>
<td>✔</td>
</tr>
<tr>
<td>3. Advanced Utility Relocation</td>
<td>3,066,000</td>
<td>ACT</td>
<td>BRT Project</td>
<td>✔</td>
</tr>
<tr>
<td>Subtotal</td>
<td>8,816,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>B. Business Support Initiatives</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B.1 – San Leandro</td>
<td>255,000</td>
<td>ACT</td>
<td>BRT Project</td>
<td>✔</td>
</tr>
<tr>
<td>B.2 – Oakland</td>
<td>2,165,000</td>
<td>ACT</td>
<td>BRT Project</td>
<td>✔</td>
</tr>
<tr>
<td>Subtotal</td>
<td>2,420,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C. Oakland Business Sustainability Program</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Business Technical Assistance Program</td>
<td>2,500,000</td>
<td>ACT</td>
<td>BRT Project</td>
<td>✔</td>
</tr>
<tr>
<td>2. Business Interruption Fund</td>
<td>1,000,000</td>
<td>City</td>
<td>CDBG</td>
<td>✔</td>
</tr>
<tr>
<td>3. Access to Existing City Grant / Loan Programs</td>
<td>1,000,000</td>
<td>City</td>
<td>Misc.</td>
<td>✔</td>
</tr>
<tr>
<td>4. BRT Capital Improvement Mitigation Projects</td>
<td>1,000,000</td>
<td>City</td>
<td>GPF</td>
<td>✔</td>
</tr>
<tr>
<td>5. Int'l Blvd Pedestrian Lighting &amp; Sidewalk Repair</td>
<td>2,480,000</td>
<td>CTC*</td>
<td>ATP</td>
<td>✔</td>
</tr>
<tr>
<td>Subtotal</td>
<td>7,980,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D. San Leandro Business Technical Assistance Program</strong></td>
<td>294,000</td>
<td>ACT</td>
<td>BRT Project</td>
<td>✔</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>19,510,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*California Transportation Commission

The AC Transit Construction Impact Mitigation funds cover the costs of mitigations related to station placement such as the utility relocations along the corridor; on-street parking modifications; parking displacement mitigation lots in Fruitvale and Elmhurst Districts, bypass improvements in Fruitvale District to alleviate traffic congestion, and providing business support services (e.g. way finding signs, street sweeping, a 24–hour hotline and sidewalk and window washing). The Business Support Initiatives line item also covers the cost of the BRT Information Center and the Construction Community Relations Manager.
BACKGROUND/RATIONALE:

The District, City of Oakland, and City of San Leandro have been engaged in intensive design and merchant engagement activities since the last information update to the Board in April 2014. The interagency team has focused its efforts in four key areas:

A. Developing the 100% plans, specifications, and estimates (PS&E) and Business Impact Mitigation Plans for the Advanced Utility Bid Package #1 and Fruitvale Bypass & Off-Street Parking Lot Bid Package #2, which are now complete. The bid solicitations for each package were advertised on September 25, 2014, and September 26, 2014, respectively. These construction activities in and of themselves are considered mitigation efforts under the BRT Project and must be completed in advance of major roadway construction on the BRT corridor. These activities must commence in winter 2014-15 in order for the BRT Project to remain on schedule for start of revenue service in winter 2017.

B. Preparing the BRT Parking Impact Report for the BRT Project; 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.

C. 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 of Directors 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 the 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, AC Transit’s General Manager and Oakland City Administrator announced an agreement, in principle, to add a Business Sustainability Program to this BRT Business Impact Mitigation Fund.

D. 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 interagency 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 interagency team with the merchant outreach and engagement for merchant group and individual
meetings. The Eastlake/San Antonio district was selected to pilot this approach to merchant engagement.

**Options:**

1. **Business Sustainability Program**

   In April 2014, the AC Transit General Manager and Oakland City Administrator announced an agreement, in principle, to add a Business Sustainability Program to the BRT Business Impact Mitigation Fund. The agreement for Oakland’s BRT Business Technical Assistance Program caps AC Transit’s investment at $2.5 million. It requires the City to invest at least $2.0 million in other Business Sustainability Program elements, and requires the City to collaborate with AC Transit to determine the means and methods for implementing the Technical Assistance element of the larger City program.

   On July 1, 2014, the Oakland City Council allocated $1.0 million to infrastructure improvements outside of the BRT Project scope. In August, the City’s Public Works and Economic and Workforce Development Departments obtained support from AC Transit and Transform (a transit advocacy group and COWG partner) and won a California Transportation Commission $2.48 million grant for International Boulevard Pedestrian Lighting and Sidewalk Repairs to complement the AC Transit BRT project roadway improvements. In addition, the City is targeting the use of Community Development Block Grant (CDBG) funds for a Business Interruption Fund and is exploring targeted uses for other existing City grant and loan programs to support BRT corridor businesses. (Also see Item #5 below.)

   The agreement, in principle, between AC Transit and the City of San Leandro for that City’s BRT Business Technical Assistance Program caps AC Transit’s investment at $.249 million and requires the City to collaborate with AC Transit to determine the means and methods for implementing the assistance program.

2. **Merchant Engagement Process**

   At the April 2014 PSC meeting, BRT interagency staff reported that it was working with the 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 council members from Oakland and San Leandro and the project design reaching the 65% milestone led to the development of a Pilot Merchant Engagement Process focused on formulating mitigations that could be incorporated into the project design. The interagency team agreed to work directly with all 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 merchant group and individual meetings.
The Eastlake/San Antonio district was selected to pilot this approach to merchant engagement. The BRT interagency staff planned to complete its meetings with district merchants, assessing outreach strategies, meeting format, project materials and quality of the exchange. As planned, the first merchant group meeting was held with Eastlake/San Antonio merchants on June 5th. 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 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 Interagency Staff 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 Interagency Staff members to further discuss mitigations to address their individual concerns.

In the Eastlake/San Antonio District, 22 merchants requested individual meetings with BRT interagency team either at the June 5th merchant group meeting or through referrals from EBAYC. To date, the interagency team has held meetings with 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 (Attachment 4).

Since the initial Eastlake/San Antonio District merchant meeting, the BRT interagency staff has completed merchant group meetings in the Fruitvale (July 10th), Downtown/Uptown (September 16th), Elmhurst (September 18th) and Havenscourt/Lockwood (September 19th), Districts of Oakland. The AC Transit BRT team and City of San Leandro BRT staff hosted a San Leandro merchant meeting on September 11th. 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 will conclude with a merchant meeting in Chinatown in October.
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’s 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 Program.

Since June, BRT interagency staff has diligently attempted to schedule and meet with the remaining merchants in Eastlake/San Antonio that requested individual meetings as well as those requesting such meetings from the Fruitvale meeting. Since the Oakland Business Sustainability Program and San Leandro Business Technical Assistance Program will provide for 1:1 interaction with merchants and address their programmatic and non-project needs and concerns, the BRT interagency staff will shift its final design phase merchant engagement strategy from following the district meetings with individual merchant meetings to a block-based approach. Going forward, the BRT interagency team will meet with merchants located on the same block who may share similar design concerns.

3. Parking and Business Impact Mitigation Plans

   A. Parking Impact Report

   A Parking Impact Report and Layout Plans for the BRT Project are complete and, along with station area renderings, served as the basis for the 65% Design Phase Merchant Meetings (See Attachment # 3 - Parking Impact Report and Sample Parking Impact Layout Plans).

   B. Status and Business Impact Mitigation Plan for Advanced Utilities Bid Package #1

   The 100% Plans, Specifications, and Estimates (PSE) for Bid Package #1 were approved by the Oakland Public Works Department on September 12, 2014. The 100% PSE, when packaged, with Board and City Council Business Impact Mitigation Plans will constitute the complete permit package. (NOTE: There are no permanent parking or adverse infrastructure impacts associated with Bid Package #1.)

   The completion of BP #1 will result in a significantly improved sanitary sewer infrastructure system within 24 city blocks in the Cities of Oakland and 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, 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.

The Merchant Engagement Matrix included in Attachment 1 – BP#1 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, 1:1 engagement was 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 2 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.

The BRT interagency staff recommend that the AC Transit Board approve the Business Impact Mitigation Plan for Bid Package #1.

C. Status and Parking and Business Impact Mitigation Plans for Fruitvale Bypass and Off-Street Parking Lots (Fruitvale and Elmhurst) Bid Package #2.

Staff anticipates Oakland Public Works Department approval of the 100% Plans, Specifications, and Estimates (PSE) for Bid Package #2 in October 2014. These 100% PSE when packaged with Board and City Council Business Impact Mitigation Plans will constitute the complete permit package.

The permanent improvements resulting from the completion of BP #2 will be an off-street parking lot to mitigate the displacement of parking spaces in the Fruitvale sector of the corridor and a reconfiguration of the street parking along the Fruitvale Bypass route that results in a net
Increase of 1 additional space and up to 5 additional spaces with other improvements. There are some notable benefits that will be derived from this project, namely the alleviation of congestion and rerouting of traffic at the 12th Street-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.

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, 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 were held at various times during the past 2 years in these two sectors of 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.

The BRT interagency staff recommend that the AC Transit Board approve the Parking and Business Impact Mitigation Plan for Fruitvale Bypass and Parking Lots Bid Package #2.

**D. Status of the Parking and Business Impact Mitigation Plan for Major Roadway Bid Package #3**

As previously discussed, the Major Roadway package is 65% complete and intensive final design and merchant and neighborhood engagement activities are underway. These activities will continue through the final design phase and inform the development of a Parking and Business
Impact Mitigation Plan (P/BIM-p) for Bid Package #3, similar to those produced for Bid Packages #1 & #2. Once 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.

Staff will return to BRT Policy Steering Committee, AC Transit Board, the City of Oakland City Council and the City of San Leandro in spring 2015 with the draft P/BIM-p for Bid Package #3. AC Transit and City staffers will issue interim status reports and memorandum to COWG and Oakland officials.

E. City of Oakland Parking Operations Study

The BRT interagency 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 undertake 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.

4. City of Oakland Business Sustainability Program

The Oakland Business Sustainability Program (BSP) is distinct but complementary to the AC Transit Construction Impact Mitigations and Business Support Initiatives because the BSP 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, as well as drawing from the knowledge and expertise of the City of Oakland and its proposed Program Manager, the
Oakland Business Development Corporation. See Attachment 4 for a detailed Program description.

The BRT Inter-Agency Staff recommends that the BRT Policy Steering Committee endorse the proposed BRT Business Sustainability Program and recommend to the AC Transit Board of Directors to approve BRT Project funding in the amount of $2.5 million for City of Oakland and $.249 million for City of San Leandro Business Technical Assistance Programs.

ADVANTAGES/DISADVANTAGES:

Board approval of the Parking and Business Impact Mitigation Plans for Bid Package #1 & #2 will facilitate District and City Staff’s effort to get the Oakland City Council approvals and relevant permits to start construction on ‘Advanced Utilities’ and ‘Fruitvale Bypass & Parking lots’ projects in the winter of 2014.

Without these approved plans, it will not be possible to secure the necessary permits from the City to do the work.

ALTERNATIVES ANALYSIS:

There are no alternatives to not having a Business Impact mitigation (BIM) plan for bid packages #1 and #2. An approved BIM Plan is required to obtain the necessary permits to execute construction. Without a BIM Plan, the contractor cannot obtain a permit to do work.

PRIOR RELEVANT BOARD ACTIONS/POLICIES:

There are no prior relevant Board actions or policies associated with this report.

ATTACHMENTS:

1: Business Impact Mitigation Plan for Advanced Utility Bid Package #1
2: Parking and Business Impact Mitigation Plan for Fruitvale Bypass and Parking Lots Bid Package #2
3: Parking Impact Report and Sample Parking Impact Layout Plan for the BRT Project
4. Oakland Business Sustainability Program Proposal
5. Sample Community Engagement Materials

Department Head Approval: Dennis W. Butler, Acting Chief Planning, Engineering and Construction Officer
Reviewed by: David J. Armijo, General Manager
Denise C. Standridge, Office of the General Counsel
Prepared by: David Wilkins, BRT Program Director
Rama Pochiraju, BRT Senior Project Manager
Christine Calabrese, Acting BRT Program Manager (City of Oakland)
Aliza Gallo, Economic Development Manager (City of Oakland)
# Table of Contents

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

II. Construction Impact Mitigation Measures—Advanced Utility Relocation
   - 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

IV. Exhibits ...................................................... 9
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.
<table>
<thead>
<tr>
<th>Work Site</th>
<th>No. of Parking Spaces Allowed per Construction Stage 1</th>
<th>Allowed Duration per Construction Stage 1 (Days)</th>
<th>Associated Liquidated Damages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Oakland - Broadway and 14th Street</td>
<td>0</td>
<td>7</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>Downtown Oakland - Broadway and 12th Street</td>
<td>8</td>
<td>6</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>Downtown Oakland - Broadway and 11th Street</td>
<td>0</td>
<td>3</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard between 2nd Avenue and 3rd Avenue</td>
<td>10</td>
<td>13</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard between 4th Avenue and 5th Avenue</td>
<td>2</td>
<td>10</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>E 12th Street between 5th Avenue and 6th Avenue</td>
<td>12</td>
<td>10</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard and 10th Avenue</td>
<td>5</td>
<td>3</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>E 12th Street and 10th Avenue</td>
<td>4</td>
<td>3</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>14th Avenue and E 12th Street</td>
<td>3</td>
<td>4</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard and 24th Avenue</td>
<td>16</td>
<td>18</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard between Mitchell Street and 28th Avenue</td>
<td>4</td>
<td>10</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard between Derby Avenue and 31st Avenue</td>
<td>19</td>
<td>15</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard between 34th Avenue and 35th Avenue</td>
<td>17</td>
<td>17</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard between 38th Avenue and 39th Avenue</td>
<td>16</td>
<td>14</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International Boulevard between 44th Avenue and 45th Avenue</td>
<td>30</td>
<td>18</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>International</td>
<td>12</td>
<td>11</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>Work Site</td>
<td>No. of Parking Spaces Allowed per Construction Stage</td>
<td>Allowed Duration per Construction Stage (Days)</td>
<td>Associated Liquidated Damages</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>-----------------------------------------------------</td>
<td>-----------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Boulevard between 48th Avenue and 50th Avenue</td>
<td>1</td>
<td>4</td>
<td>parking space</td>
</tr>
<tr>
<td>International Boulevard between 53rd Avenue and 54th Avenue</td>
<td>9</td>
<td>11</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>E 14th Street between Stoakes Avenue and Euclid Avenue</td>
<td>3</td>
<td>4</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>E 14th Street between Haas Avenue and Toler Avenue</td>
<td>3</td>
<td>4</td>
<td>$250 per day per parking space</td>
</tr>
<tr>
<td>Davis Street between E 14th Street and Hays Street</td>
<td>0</td>
<td>9</td>
<td>$250 per day per parking space</td>
</tr>
</tbody>
</table>

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
This page intentionally blank
## Merchant Engagement Summary

The Merchant Engagement Matrix below 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, 1:1 engagement was 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 2 years throughout the corridor, most of which were interactive and sought feedback and input from stakeholders. These type 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.

### Merchant Engagement Matrix

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1A 1400 block of Broadway</td>
<td>Downtown Oakland</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2B 1300 block of Broadway</td>
<td>Downtown Oakland</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3C 400 block of 12th St. Broadway</td>
<td>Downtown Oakland</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>4D 200 block of Int'l Blvd.</td>
<td>Eastlake</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4E 400 block of Int'l Blvd.</td>
<td>Eastlake</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6F 500 block of E. 12th St.</td>
<td>Eastlake</td>
<td>X</td>
<td>**</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>7G 900 block of E. 12th St.</td>
<td>Eastlake</td>
<td>X</td>
<td>**</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>8H 1000 block of Int'l Blvd.</td>
<td>Eastlake</td>
<td>X</td>
<td>**</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>9I 1400 block of E. 14th St.</td>
<td>San Antonio</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>10J 2400 block of Int'l Blvd.</td>
<td>Fruitvale</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>**</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>11K 2800 block of Int'l Blvd.</td>
<td>Fruitvale</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>12L 3000 block of Int'l Blvd.</td>
<td>Fruitvale</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>13M 3400 block of Int'l Blvd.</td>
<td>Fruitvale</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>14N 3800 block of Int'l Blvd.</td>
<td>Fruitvale</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>15O 4400 block of Int'l Blvd.</td>
<td>Fruitvale</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>16P 4800 block of Int'l Blvd.</td>
<td>Fruitvale</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>17Q 5300 block of Int'l Blvd.</td>
<td>Fruitvale</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>18R 5700 block of Int'l Blvd.</td>
<td>Havenscourt - Lockwood</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>19S 6100 block of Int'l Blvd.</td>
<td>Havenscourt - Lockwood</td>
<td>X</td>
<td>**</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>20T 6700 block of Int'l Blvd.</td>
<td>Havenscourt - Lockwood</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>21U 7100 block of Int'l Blvd.</td>
<td>Havenscourt - Lockwood</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>22V 9900 block of Int'l Blvd.</td>
<td>Havensberger - Elmhurst</td>
<td>X</td>
<td>**</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>23W 10500 block of E. 14th St.</td>
<td>San Leandro</td>
<td>X</td>
<td>**</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>24X 200 block of Davis St.</td>
<td>San Leandro</td>
<td>X</td>
<td>**</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

* = only sewer main line relocation

** = engaged adjacent blocks

Exhibit A to Attachment 1

Business Impact

Mitigation Plan
This page intentionally blank
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
   - 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.

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Derby Avenue</th>
<th>E 10th Street</th>
<th>Fruitvale Avenue</th>
<th>E 12th Street</th>
<th>San Leandro Street</th>
<th>Const Duration (calendar days)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northbound lane between E12th Street (SB) &amp; E 10th</td>
<td>EB lane between Derby Avenue and Fruitvale</td>
<td>No construction work. Only one SB lane will be closed</td>
<td>No work. Only lane transitions</td>
<td>No work.</td>
<td>30</td>
</tr>
<tr>
<td>Stage</td>
<td>Derby Avenue</td>
<td>E 10th Street</td>
<td>Fruitvale Avenue</td>
<td>E 12th Street</td>
<td>San Leandro Street</td>
<td>Const Duration (calendar days)</td>
</tr>
<tr>
<td>-------</td>
<td>--------------</td>
<td>---------------</td>
<td>------------------</td>
<td>---------------</td>
<td>------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>2</td>
<td>Southbound lane between E12th Street (SB) &amp; E 10th Street</td>
<td>WB lane between Derby Avenue and Fruitvale Ave</td>
<td>No construction work. Only one SB lane will be closed for short duration.</td>
<td>No work. Only lane transitions</td>
<td>No work.</td>
<td>40</td>
</tr>
<tr>
<td>3</td>
<td>No work.</td>
<td>No work.</td>
<td></td>
<td>No work. Only lane transitions</td>
<td>intersection leg closure</td>
<td>30</td>
</tr>
<tr>
<td>4</td>
<td>Curb Ramp &amp; Sidewalk work</td>
<td>No work.</td>
<td>No work.</td>
<td>Work at E 12th St (NB) quadrant with Derby Ave &amp; one lane closure on E 12th St (NB) for short duration.</td>
<td>No work.</td>
<td>20</td>
</tr>
<tr>
<td>5</td>
<td>E 12th Street intersection work</td>
<td>No work.</td>
<td>No work.</td>
<td>Intersection work</td>
<td>No work</td>
<td>20</td>
</tr>
<tr>
<td>6</td>
<td>Work on roadway</td>
<td>No work.</td>
<td>No work.</td>
<td>Left-turn lane work and</td>
<td>No work</td>
<td>30</td>
</tr>
</tbody>
</table>
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 Blank & 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 to 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 IMPROVEMENT PLAN
BID PACKAGE 2 - "FRUITVALE BYPASS"

PARKING INVENTORY (THIS SHEET ONLY)

<table>
<thead>
<tr>
<th></th>
<th>EXISTING</th>
<th>WITH BRT IMPACTS</th>
<th>WITH BRT IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNCONTROLLED</td>
<td>22</td>
<td>12</td>
<td>0</td>
</tr>
<tr>
<td>METERED</td>
<td>0</td>
<td>0</td>
<td>25</td>
</tr>
<tr>
<td>LOADING</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>OFF</td>
<td>-</td>
<td>-</td>
<td>24</td>
</tr>
<tr>
<td>OFF STREET (NO ALTERNATE)</td>
<td>45</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

OFF STREET PARKING IS NOT PROGRAMMED. (UNDER CONSIDERATION ONLY)

LEGEND

- EXCLUSIVE BRT LANE
- SHARED BRT LANE
- BRT STOP
- BRT STOP IN IN-LANE CONCRETE MEDIAN
- BRT STOP IN MEDIAN
- PARKING, PASSENGER LOADING
- PARKING, METERED
- PARKING, CONTROLLED
- PARKING, FORCED (2) (not yet parked)
- PARKING, METERED (urban parking)
- BRT GAP CURB

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT

FEHR & PEERS

August 11, 2014

EXHIBIT B
2 OF 2
BRT PARKING IMPACTS
BID PACKAGE 2 - "FRUITVALE BYPASS"

LEGEND

- **EXCLUSIVE BRT LANE**
- **SHARED BRT LANE**
- **HIGH VISIBILITY CROSSWALK**
- **BRT LANE**
- **UNDSCAPED MEDIAN ISLAND**
- **SAPONIFIED MEDIAN ISLAND**
- **EXISTING CURB LANE**
- **CONCRETE PARKING/BUFFER LANE**
- **ANA LINE**
- **BUS LINE TO REMOVE AT BUS STOP**

- **DIRECTIO N OF TRAFFIC**
- **SHAUN LEGEND**
- **TRAFFIC SIGNAL, EXISTING**
- **TRAFFIC SIGNAL, NEW PROPOSED**
- **PARKING, PASSENGER LOADING**
- **PARKING, METERED**
- **PARKING, METERED**
- **PARKING, SHOPT TTERM**

PARKING INVENTORY (THIS SHEET ONLY)

<table>
<thead>
<tr>
<th>PARKING INVENTORY</th>
<th>EXISTING</th>
<th>ADDED</th>
<th>REMOVED</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNCONTROLLED</td>
<td>66</td>
<td>8</td>
<td>7</td>
<td>66</td>
</tr>
<tr>
<td>CONTROLLED</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>METERED</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>LOADING</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>ADA</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>79</td>
<td>8</td>
<td>7</td>
<td>80</td>
</tr>
</tbody>
</table>

EXHIBIT A
1 OF 2

August 11, 2014
EXHIBIT A
2 OF 2

PARKING INVENTORY (THIS SHEET ONLY)

<table>
<thead>
<tr>
<th></th>
<th>EXISTING</th>
<th>ADDED</th>
<th>REMOVED</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNCONTROLLED</td>
<td>22</td>
<td>0</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>CONTROLLED</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>METERED</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>LOADING</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>ADA</td>
<td>-</td>
<td>-</td>
<td>12</td>
<td>12</td>
</tr>
</tbody>
</table>

LEGEND

- **DIRECTION OF TRAFFIC**
- **SHARED LANE**
- **HIGH VISIBILITY CROSSWALK**
- **BRT SERVICE**
- **UNSHARED MEDIAN ISLAND**
- **SERVED MEDIAN ISLAND**
- **EXISTING CURB LINE**
- **CONCRETE PAVEMENT/GUTTER LANE LINE**
- **LOW LANE LINE**
- **BUS LANE TO REMAIN AT BUS STOP**
- **BUS LANE TO BE REMOVED AT BUS STOP**

BRT PARKING IMPACTS
BID PACKAGE 2 - "FRUITVALE BYPASS"
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.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fruitvale Parking Mitigation lot</td>
<td>35th Ave, just off Int'l Blvd.</td>
<td>Fruitvale</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Fruitvale Bypass Project</td>
<td>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 to 33rd Ave.</td>
<td>Fruitvale</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Elmhurst Parking Mitigation lot*</td>
<td>Corner of Asheville Ave and Int'l Blvd. vic. 86th Ave</td>
<td>Fruitvale</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>

* = in addition, several 1:1 meetings were held with representatives of Allen Temple Baptist Church regarding the parking lot.
This page intentionally blank
East Bay Bus Rapid Transit

Technical Memorandum

PARKING IMPACT REPORT

Task No. 27.1.4

Prepared by

Parsons

September 17, 2014

For

Alameda-Contra Costa Transit District
### Document Description

<table>
<thead>
<tr>
<th>Client</th>
<th>Alameda-Contra Costa Transit District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Number</td>
<td>2011-1177</td>
</tr>
<tr>
<td>Document</td>
<td>Parking Impact Mitigation Report</td>
</tr>
<tr>
<td>Related Task / WBS Number</td>
<td>Task 27.1.4</td>
</tr>
<tr>
<td>Date Document Issued</td>
<td>May 20, 2014</td>
</tr>
</tbody>
</table>

### Version Control

<table>
<thead>
<tr>
<th>Version Number</th>
<th>Date</th>
<th>Description of Change</th>
<th>Author</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>6-3-13</td>
<td>Original Draft Document</td>
<td>CV</td>
</tr>
<tr>
<td>0-2</td>
<td>6-5-13</td>
<td>Incorporate PMCM comments in revised Draft</td>
<td>CV</td>
</tr>
<tr>
<td>0-3</td>
<td>6-20-13</td>
<td>Revise Table 2 and add Methodology</td>
<td>RSP</td>
</tr>
<tr>
<td>0-4</td>
<td>6/24/13</td>
<td>Added Parking Exhibits</td>
<td>RSP</td>
</tr>
<tr>
<td>0-5</td>
<td>7/19/13</td>
<td>Updated per Oakland comments</td>
<td>RSP</td>
</tr>
<tr>
<td>0-6</td>
<td>7/23/13</td>
<td>San Leandro Street site revisions</td>
<td>CV</td>
</tr>
<tr>
<td>0-7</td>
<td>4/14/14</td>
<td>3/5/14 GAD revisions</td>
<td>CV</td>
</tr>
<tr>
<td>0-8</td>
<td>4/18/14</td>
<td>Incorporate comments on previous draft</td>
<td>CV</td>
</tr>
<tr>
<td>0-9</td>
<td>4/22/14</td>
<td>Incorporate comments received 4/18/14</td>
<td>CV</td>
</tr>
<tr>
<td>0-10</td>
<td>5/16/14</td>
<td>Updated per Oakland comments of 5/12/14</td>
<td>CV</td>
</tr>
<tr>
<td>0-11</td>
<td>5/20/14</td>
<td>Updated per Oakland comments of 5/19/14</td>
<td>CV</td>
</tr>
</tbody>
</table>
# 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
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
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 ongoing 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.

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

![AC Transit EB-BRT - Project Wide Map](image)

**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
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/R established that on-street parking on much of the corridor was underutilized 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 resolution 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

---


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 II.A requirement.

<table>
<thead>
<tr>
<th>Segment</th>
<th>Existing Inventory</th>
<th>Net Displaced Inventory within Project Footprint</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Parking spaces</td>
<td>Passenger Loading</td>
<td>Uncontrolled Loading</td>
</tr>
<tr>
<td>San Antonio</td>
<td>115</td>
<td>5</td>
<td>51</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Segment</th>
<th>Existing Inventory</th>
<th>Net Displaced Inventory within Project Footprint</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Parking space</td>
<td>Passenger Loading</td>
<td>Uncontrolled</td>
</tr>
<tr>
<td>Fruitvale</td>
<td>123</td>
<td>3</td>
<td>11</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Segment</th>
<th>Existing Inventory</th>
<th>Net Displaced Inventory within Project Footprint</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elmhurst</td>
<td>81</td>
<td>15</td>
<td>16</td>
</tr>
</tbody>
</table>

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


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

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)
AC TRANSIT EAST BAY BUS RAPID TRANSIT (BRT) PROJECT
EXISTING, DISPLACED, AND ADDED PARKING BY DISTRICT
DISTRICT 6

LEGEND

- EXISTING BRT LANE
- SHARED BRT LANE
- HIGH-LIGHTED CROSSWALK
- BUS STOP
- GARRISON ARMS TOWER
- STREETS MEANINGfully
- EXISTING CUL DE SACS
- COUNTERS AARON'S CRUTCH
- LANE 1
- BUS LANE TO Forms AT BUS STOP
- DUAL BUS LANE TO BE REMOVED AT BUS STOP

DIRECTION OF TRAFFIC

- TRAFFIC SIGNAL (EXISTING)
- TRAFFIC SIGNAL, NEW PROPOSED
- PARKING, PROPOSED (OPEN)
- PARKING, ACCESSIBLE
- PARKING, LOADING
- PARKING, CONTROLLED [reserved parking]
- PARKING, JOU [green parking]
- PARKING, ERECTED
- PARKING, SHORT TERM

EXISTING, DISPLACED, AND ADDED PARKING

<table>
<thead>
<tr>
<th>Parking Inventory</th>
<th>Existing</th>
<th>Added</th>
<th>Displaced</th>
<th>Resulting</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>100</td>
</tr>
</tbody>
</table>

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT
PARSONS

September 10, 2014

Attachment 3
Oakland Business Sustainability Program Proposal

Overview

The City of Oakland and AC Transit recognize that in order to ensure a well-planned and executed BRT system, which can provide a framework for future real estate investment, support corridor revitalization, and foster transit oriented development, it is important that the two agencies fully collaborate on all aspects and phases of implementation to address:

- Construction Mitigation – eliminate or reduce construction related impediments that may cause disruption to the financial performance of all businesses.
- Business Development – strengthen the ability of existing businesses to proactively prepare and effectively manage adverse conditions that may occur during periods of construction as well as beneficial opportunities that may arise after construction is completed.
- Economic Development – maximize the economic opportunity and job growth potential, and thereby the community benefit, of the Eastbay BRT line.

The BRT Corridor Parking and Business Improvement Program is comprised of two major elements: the required BRT Business Impact Mitigation Program and the City Business Sustainability Program that involve resources and actions by AC Transit and the City of Oakland.

As set forth by the Record of Decision and the Oakland Conditions of Approval, the BRT Business Impact Mitigation Program is required to delineate a set of business impact mitigation activities that address short term (construction) and permanent impacts, including parking mitigations.

The City Business Sustainability Program is distinct but complementary because the 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, as well as drawing from the knowledge and expertise of the City of Oakland and its proposed Business Sustainability Program Manager, the Oakland Business Development Corporation.

Funding

In April 2014, the AC Transit General Manager and Oakland City Administrator announced a Business Sustainability Program (BSP) proposal. In June 2014, the Oakland City Council allocated $1.0 M in General Purpose Fund (GPF) dollars for BRT Capital Improvement Mitigation Projects. In August 2014, CTC awarded the City a $2.5 M Active Transportation Program grant for infill sidewalk repair and pedestrian lighting improvements on the BRT corridor. With Board approval, AC Transit will commit $2.5 M to business technical assistance efforts for Oakland and $.249 MM for San Leandro. With Oakland City Council approval, $1.0 M in CDBG funds will be
made available for interruption payments and streamlined access to an additional $1.0 M in current City of Oakland grant/loan programs to BRT corridor businesses. Please refer to Table 1 Table 1. Business Impact Mitigation Fund in the staff report for a breakdown of the budget.

City Of Oakland Business Sustainability Program
The proposed Business Sustainability Program will complement the AC Transit BRT Business Impact Mitigation Program. While the BIM-P is required to address direct project impacts; it can also serve as a foundation to develop a broader economic development strategy, setting a foundation for commercial corridor revitalization, new investment and development to support a successful transit system. By offering a comprehensive mix of business development services, the City of Oakland will assist existing businesses to prepare and weather construction and adapt and grow in the new transit economy.

The City of Oakland will administer and manage the Business Sustainability Program and funds - now a combination of proposed and committed funding in the amount of $8M to support 5 key activities. Given the source of funds for the Business Technical Assistance Program, the City will segregate the AC Transit funding in separate fund accounts and as part of the Master Services Cooperative Agreement, will be responsible for oversight and quarterly financial and program reporting. In addition the District will be conducting very careful oversight of the Program activities to ensure compliance with FTA guideline.

Business Technical Assistance Program
This is most critical element of the Business Sustainability Program. The objectives of the Technical Assistance program 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.

The Technical Assistance Program is a complement to the Base Project Mitigation Program in that the TA Program will focus on working directly with impacted businesses situated along the BRT Corridor to address their individual concerns. While technical assistance services will be available to all businesses along International Blvd., the Program will prioritize those existing
businesses that are located near stations, particularly near planned curbside stations and/or has been identified through the merchant pilot program as needing support due to loading, driveway impacts or left turn issues.

Technical assistance services will start with a major outreach and assessment campaign followed by the individual business follow ups, particularly those businesses identified as part of the Merchant Outreach Pilot Program or previous community outreach activities. Also it is expected that a series of workshops will be offered prior to the start of construction. Ideally the Program will start prior to BRT Bid Package 1 construction activity (Advanced Utilities) to provide assistance to affected businesses or areas. The BRT Technical Assistance Program will align with the BRT construction schedule for BRT Bid Package 2 construction activities and the major of effort will be focused on BID Package 3 system construction related outreach and services.

Technical Service Approach

- Proactive multi-lingual outreach and promotion to provide business development & technical assistance through management and technical assistance consultants. Services will be offered through on-site 1-1 business consulting or small business workshops in cultural or language appropriate methods. In addition, each business will be assigned to a Business Advisor so that working relationships are developed throughout the BRT project.

- All Oakland businesses currently in operation along the BRT route as of the Technical Assistance Program start date will be eligible for the Business Technical Assistance Program. 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.

- Comprehensive Technical Assistance Curriculum: The curriculum will be based upon the individual needs of the businesses, input and recommendations of the BRT Community Working Group, and other community partners, as well as business development programming identified through research of other transportation projects. Technical assistance services will include, but is not limited to:
  - Business planning (Finance, bookkeeping, and record keeping)
  - Technology utilization
  - Improving operational efficiency
  - Addressing employee concerns
  - Business Management support services including business process improvements, supplier & vendor support to adapt to new operation requirements
  - Marketing, advertising and promotional programs including website development, online business services

- Funds will be set aside as part of the Technical Assistance Program to contract with expert business advisors to work with businesses with special needs or assist in
merchant outreach. Sub-contracts will be approved by the City of Oakland, after a request for qualifications is completed. It is envisioned that the Sustainability Program Manager will have a pool of business services providers to be available on an as needed basis.

City of Oakland Business Sustainability Program Management
The City of Oakland will provide overall management of the Business Sustainability Program. A dedicated Business Sustainability Program (BSP) Manager will be added for the three-year program, to focus on the implementation of the Business Sustainability Program with the BRT Interagency Team, various City of Oakland departments, and provide oversight to the program contractor and all subcontractors hired through the Business Sustainability Program. Additionally the BSP Manager will be responsible for monitoring the Program activities and ensuring that regular program and financial reports are submitted to AC Transit and the City of Oakland.

The City of Oakland intends to enter into a new Professional Services Agreement with the Oakland Business Development Corporation (OBDC) to develop and implement the Business Sustainability Program – Technical Assistance Program. The final scope of work is expected to be approved by the Oakland City Council as part of the November 2014 BRT Program actions. The 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.

The $2.5MM will be used to provide direct technical assistance services to existing businesses over the proposed 3-year project term. Immediate access to the funding will allow the City of Oakland the ability to start the Business Technical Assistance Program efforts to help businesses prepare for construction. OBDC will use a Business Case Management (BCM) approach to deliver technical assistance services. Three full-time, expert Business Advisors will be responsible for implementing the delivery of services described under the comprehensive technical assistance curriculum. In addition, the Business Advisors will be responsible for outreach to existing community based organizations and providers to coordinate activities as well as develop relationships with corridor businesses. OBDC is required to hire Business Advisors with language capabilities that reflect the cultural communities that exist along the corridor.

Other Business Sustainability Program Components

Business Interruption Fund:
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. The Fund will have requirements and restrictions that confirm need and maximize its use for needy businesses. 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.

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 mid size existing businesses.

Capital Improvement Fund:
The Oakland City Council further 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 the Corridor.

Int’l 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 repair sidewalks and 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.

Summary
As per the agreement in principle between the two agencies, the City of Oakland is requesting that AC Transit Board of Directors approve the $2.5M allocation to fund the Business Sustainability Program – Business Technical Assistance Program. The City of Oakland has met its requirements to match the AC Transit program funding requirement of $2M; the total City contribution is approximately $3M and along with the new $2.5M Active Transportation grant, the City is contributing a total $5.5 M to the BSP.
This page intentionally blank
This page intentionally blank