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APPENDIX A: GLOSSARY OF TERMS AND ABBREVIATIONS

Accessory Unit

A housing unit within, attached to, or on the same lot as a principal housing unit.

ADP

Port of Oakland 2002 Airport Development Program.

Alternative Transportation

All modes of travel other than the single-occupant automobile. Alternative transportation includes shared rides, such as carpools and vanpools where each vehicle carries more than one occupant; public transit, such as BART, AC Transit, and the Alameda/Oakland ferries; and non-motorized travel by bike or foot.

BART

Bay Area Rapid Transit District.

BCDC

Bay Conservation and Development Commission.

Caltrans

State of California Department of Transportation.

CBD

Central Business District.

CEDA

Community and Economic Development Agency, City of Oakland.

CEQA

California Environmental Quality Act, State of California Public Resources Code Sections 21000-21178.1.

Commercial

Activity involving the sale of goods or services.

Community Facilities

Includes child care centers, adult day care, public and private primary and secondary schools, police substations, places of religious worship, parks, recreation centers and community centers, and other facilities serving Oakland residents.

Compatible

Capable of existing together without conflict or ill effects.

Consistency

Absence of conflict, or presence of conformity.

Corridor

Streets having a mixed-use urban environment with important circulation and access functions and concentrations of commercial and civic uses linked by segments of urban density housing.

Current

Current at the time of adoption of the Land Use and Transportation Element, (month), 1997.

Existing

Existing at the time of adoption of the Land Use and Transportation Element, (month), 1997.

FAR

See Floor Area Ratio below, and Appendix E.

FISCO

Fleet Industrial Supply Center, Oakland.

Floor Area Ratio

Ratio of the useable square footage of a building to the area of the site on which it is located. See Appendix E, "Understanding FAR".

General Plan

All adopted elements of the Oakland General Plan, including the Land Use and Transportation Element, the Open Space, Conservation and Recreation element, the Historic Preservation Element, the Housing Element, the Noise Element, the Environmental Hazards Element and any additional required or optional elements that may be adopted in the future.

General Plan Amendment

Alteration, update or addition to the City of Oakland General Plan adopted by the Oakland City Council.

GOPAs

The goals, objectives, policies and actions prepared by the General Plan Congress during Phase 2 work on the Land Use and Transportation Element.

GOPs

The goals, objectives and policies prepared as part of the GOPAs.

Health Services and Medical facilities

Hospitals, medical facilities, medical office buildings, and clinics.

Housing Area

Area designated on the Land Use and Transportation Diagram with a Neighborhood Housing Area land use classification, or with the Urban Housing or Housing Business Mix classification.

Infrastructure

Public services and facilities, such as roads and railroads, sewage-disposal systems, water-supply systems, and other utility systems.

Intermodal

Facilities or services allowing for transfer of goods or people from one travel mode to another, such as ship-to-rail freight transfer, or BART-to-bus passenger service.

Land Use and Transportation Element, or "the Element"

This volume plus Volume 2 comprise the Land Use and Transportation Element of the Oakland General Plan, adopted (month), 1997.

Live Work

Units designed and used for both residential and commercial activities, with the occupant(s) conducting their primary work and living in the same unit.

May

Used in the Element to indicate policy guidance or establishment of a permissive policy.

Mixed Use

A structure, development, or area including more than one land use, and having a residential component.

MOIA

Metropolitan Oakland International Airport.

Neighborhood Activity Centers

Areas with diverse business, civic, and social activities supported and strengthened by surrounding housing, that help to form neighborhoods.

Neighborhood Housing Areas

Areas designated with any of the four following land use classifications – mixed type residential, detached unit residential, hillside residential, or housing and business mix.

OSCAR

The Open Space, Conservation and Recreation Elements of the Oakland General Plan, adopted in 1996.

Pedestrian-oriented or pedestrian-friendly Areas

Areas of the city designed or improved to specifically enhance the experience of pedestrians. Elements of successful pedestrian areas include: public plazas, lighting, street furniture, street trees and planters, trash and newspaper receptacles, information kiosks, and improved bus-stops and signage. Streets, sidewalks, and crosswalks are designed to facilitate pedestrian travel; pedestrian traffic flow is favored over motorized traffic flow.

Principal Housing Units

Dwelling or dwelling(s) that are the primary building(s) on a site as evidenced by size, placement, and orientation to the street.

Shall

Used in the Element to indicate that an action is to be undertaken or policy put into place with no exception.

Should

Signifies a directive to be honored if at all possible.

Showcase districts

Areas designated on the Structure Diagram as major city assets of regional economic importance. Each is discussed in Chapter 2, the Policy Framework.

Sustainable development

Land use and urban activities which contribute to the community's ability to preserve and enhance its natural, social and economic resources over the long term.

Transit-oriented districts (TODs)

Areas designed to take advantage of the opportunities presented by Oakland's eight BART stations and Eastmont Town Center. Easy pedestrian and transit access to mixed-use housing and commercial development should characterize these areas, as well as a strong identity created through careful urban design and mix of activity.

TODs

See transit-oriented districts above.

APPENDIX B: MEETING STATUTORY REQUIREMENTS FOR THE GENERAL PLAN

The State mandates that every city and county in California prepare and adopt "a comprehensive, long-term general plan for the physical development of the county or city." The table below details the ways in which this Element meets the State's requirements for both the Land Use and Circulation Elements.

Required and optional elements of the General Plan must be comprehensive and consistent with each other throughout. State statute, planning case law, and professional practice interpret these requirements as follows:

Comprehensive

The General Plan must be comprehensive in two ways. First, the General Plan must address all of the incorporated territory of the city. The most important implication of this requirement is that all land in the city must be designated with a General Plan land use classification, as shown on the Land Use and Transportation Plan Diagram.

The General Plan must also be comprehensive in the scope of issues it addresses. Each Element must address all physical development issues relevant in Oakland. At a minimum, the General Plan must address the issues that planning law requires, including "all locally relevant physical, social and economic planning issues." (p. 9, State of California General Plan Guidelines, 1990)

Long Range

The Plan is future-oriented, anticipating some changes that will occur soon and others that may not occur until more than a decade has passed. Although economic and community conditions at the time of Plan preparation are taken into account in formulating the Plan, they are not always compelling arguments in favor of one policy over another, since the Plan's horizon is much longer than typical economic cycles, specific project reviews or political tenure.

General

Because the Plan is both comprehensive and long range, both text and diagrams are necessarily general. Many decisions will be needed to implement the Plan successfully. The Element's Policy

Framework provides the foundation of community values for those decisions. The Plan diagrams translate these values into location-specific guidance for public and private activities relating to the maintenance, enhancement, intensification and transition of land in the City.

Consistency

Consistency is frequently defined as an absence of conflict, or the presence of conformity, since in practice it is often easier to identify conflict than consistency. General Plan consistency, like comprehensiveness, has two dimensions:

Consistency Internal to the General Plan: Internal consistency means that there is an absence of conflicts within the General Plan. Consistency is required among General Plan elements, within each element, and between the Plan's text and diagrams. When a separate document such as the Estuary Plan is adopted as part of the General Plan, it is also subject to these consistency requirements.

Consistency Between the General Plan and Subsequent Actions: The General Plan is more than a statement of vision and philosophy. It is a legal guide to future City actions that must be followed. State statutes and a body of case law identify a number of key areas requiring consistency between the General Plan and subsequent actions. These include capital facilities projects sponsored by public agencies, and the City's open space program, including acquisition, disposal, restriction or regulation of open-space land.

Zoning Consistency

As a Charter City, Oakland is not required by the State to maintain consistency between its General Plan and Zoning Ordinance. However, legal decisions have made an eloquent case for consistency between these two foundations of municipal decision-making. The California Court of Appeal argued in a 1982 decision that "a city's general plan may be viewed in many ways as the city's articulated perceptions of what constitutes the locale's 'general welfare.' Moreover, the Policy Framework in Chapter 2 of the Land Use and Transportation Element calls for consistency to be established between the General Plan and Zoning

Table B-1: Satisfaction of Land Use Element Requirements

Requirement (established in California Government Code Section 65302(a))	**Land Use and Transportation Element Reference**
Proposed general distribution and extent of the uses of land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty.	Land Use Classifications Land Use and Transportation Plan Diagram Land Use Data in Area Views and Volume 2
Proposed general distribution and general location and extent of the uses of land for .....education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses.	Land Use Classifications Land Use and Transportation Plan Diagram Community Facilities information in Volume 2
Statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the Plan	Appendix D, for standards of population density Land Use classifications for standards of building intensity
Identification of areas covered by the plan which are subject to flooding	Map of flood prone areas in Volume 2
Mineral resource management policies	Mineral resource information in Volume 2

Table B-2: Satisfaction of Circulation Element Requirements

Requirement (established in California Government Code Section 65302(a))	**Land Use and Transportation Element Reference**
General location and extent of existing and proposed major thoroughfares, transportation routes	Transportation Diagram Appendix C
Correlation with the Land Use Element	Transportation Demand Modeling information in Volume 2
General location and extent of existing and proposed terminals, and other local public utilities and facilities	Public Facilities information in Volume 2

APPENDIX C: TRANSPORTATION IMPROVEMENT PROJECTS

Projects	Timing	Objective/Results/Benefits	City Role(s)	Coordination	Funding	Status/Studies
I-880 Improvement Corridor (from I-980 - 98th Ave)	mid to long-term	◆ Improve safety of substandard interchanges ◆ Improve access to Alameda ◆ Improve local operations	Planning, Public Works - r/w at interchanges	CMA, Caltrans, Alameda	Likely - Measure B	CMA I-880 Inter-modal Study, 1996-97
I-880 HOV lanes (from 98th Ave - I-980)	long-term	◆ Improve service levels ◆ Provides continuous HOV lanes from Bay Bridge through Oakland		Caltrans	Not identified	Further study req. High r/w costs
Transit Streets	short-term	◆ Enhance passenger waiting areas and pedestrian access	Public Works	AC Transit	Likely	AC Transit Quality Bus Concept, 1997
	mid-term	◆ Signal pre-emption / synchroni-zation for transit vehicles ◆ Bus stop improvements ◆ Transit centers at Eastmont Mall and Fruitvale BART	Public Works	AC Transit, BART	Not identified for signal modifications; more likely for transit centers and bus stop improv.	AC Transit Quality Bus Concept, 1997
	long-term	◆ Light Rail Transit / Electric Trolley Bus ◆ Exclusive transit lanes ◆ Transit centers at Coliseum BART and MacArthur BART	Public Works, Planning	AC Transit, BART	Not identified	AC Transit Quality Bus Concept, 1997 AC Transit Alternative Modes Analysis, 1991
San Pablo Ave Improvement Corridor	short to long-term	◆ Quality bus concept ◆ Congestion relief ◆ Local circulation and access ◆ Physical enhancement	Public Works	AC Transit, Emeryville Albany, Berkeley Caltrans, MTC, CMA	Measure B reauthorization	Study completed Apr-97

Projects	Timing	Objective/Results/Benefits	City Role(s)	Coordination	Funding	Status/Studies
Jack London Square Intermodal Shuttle	short to long-term	◆ Shuttle from Jack London Square ◆ AMTRAK station to ferry, downtown, and BART to support increased AMTRAK intercity service	City	AMTRAK, ferry BART	Likely	Specific route and vehicle subject to further study
Coliseum AMTRAK Connection	mid to long-term	◆ New AMTRAK stop serving Airport via AIRBART shuttle, Coliseum Complex and BART	Public Works	Caltrans,AMTRAK SP Railroad	Limited TCI funds allotted, Measure B reauthorization	Initial grant for site acquisition or preliminary site engineering/design
Oakland Airport Transit Connector	long-term	◆ Suspended light rail transit or other technology to provide transit connection to the Airport	City	Port of Oakland, BART	Not identified - needs federal and state funding	Included as part of I-880 Intermodal Study
73rd Ave Connector	long-term	◆ Improved connection from 73rd Ave to I-580 ◆ Serves Coliseum and Airport traffic from I-580	Public Works	Caltrans	Not identified	Under study by Public Works. Part of I-880 Intermodal Study. Public opposition to disruption of neighborhood
Water Transport	mid to long-term	◆ Ferry and water taxis to Alameda and all along Estuary ◆ Provides alternative to automobile along I-580 and to Alameda	Public Works, Planning	Port of Oakland, Alameda, BCDC	Not identified	Included as part of I-880 Intermodal Study. MTC Regional Ferry plan, 1992.
New/Improved Alameda Connection	long-term	◆ Improve access from Downtown Oakland to Alameda for all modes including bicycles and pedestrians	Public Works	Alameda Public Works, CMA	Not identified	Retrofit of Posey-Webster tubes is planned. Reuse of Alameda NAS is a factor

APPENDIX D: SUMMARY OF STANDARDS FOR POPULATION AND HOUSING DENSITY

Land Use Classification	Maximum Density*	Typical Household Size**	Anticipated Population Density ***
Neighborhood Housing Classifications			
Mixed Type Residential	30	2.7	85
Detached Unit Residential	11	2.6	30.6
Hillside Residential	5	2.5	13.1
Corridor Mixed Use Classifications			
Urban Housing	125	2	262
Neighborhood Center	125	2	262
Community Commercial	125	2	262
Special Mixed Use Classifications			
Central Business District	300	1.7	510
Mixed Use Waterfront District	125	2	250
Housing and Business Mix	30	2.7	85

* Stated in Principal Dwelling Units / Acre

** Number of persons per household based on ABAG projections of household size for 2015 and mapping of land use classifications

*** Number of persons per gross acre, assuming maximum allowable principal dwelling units per gross acre in neighborhood housing areas, plus accessory units representing 5% of total units

APPENDIX E: UNDERSTANDING FLOOR AREA RATIO (FAR)

FAR is a ratio expressing the relationship between the amount of gross floor area of a building to the area of the project site. For example, a maximum FAR of 2 on a 20,000 sq ft (100′ X 200′) site means that a building with a maximum gross floor area that is twice the lot area (2 times 20,000 = 40,000 sq ft) can be constructed on it.

However, while a given FAR indicates the allowable intensity of development, it does not specify the preferred type of building. Different interpretations of a given FAR can result in buildings of very different character. The following sketches show four ways in which an FAR of 2 on a lot measuring 100′ X 200′ may be translated into a building.

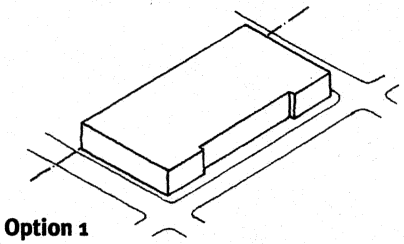
While all these options represent an FAR of 2, other regulations may preclude some of these as real possibilities.

For example, a height limit of 50′ (approximately 5 stories) would rule out Option 4.

A design guideline that requires a building line to be maintained along the main street would leave us with a choice of Options 1 and 2.

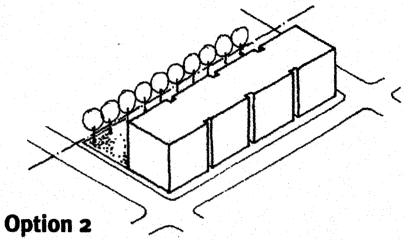
If it is required that a buffer be maintained between the new building and an adjacent use, Option 2 may be more feasible.

These illustrations only serve as guidance as to how an FAR may be interpreted. FAR implementation regulations will be provided in the City's Zoning Ordinance.



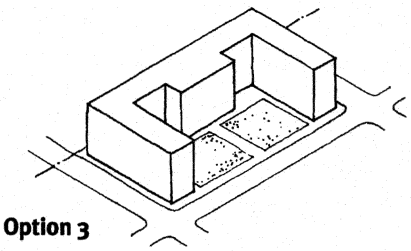
Option 1

Gross Floor Area: **40,000 sq ft**
Ground Coverage: **100%**
# of Floors: **2**
FAR: **2**



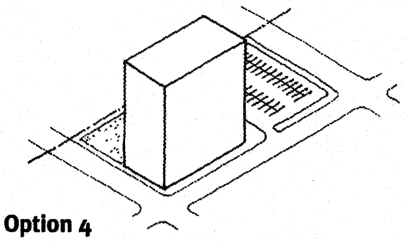
Option 2

Gross Floor Area: **40,000 sq ft**
Ground Coverage: **50%**
# of Floors: **4**
FAR: **2**



Option 3

Gross Floor Area: **40,000 sq ft**
Ground Coverage: **50%**
# of Floors: **4**
FAR: **2**



Option 4

Gross Floor Area: **40,000 sq ft**
Ground Coverage: **25%**
# of Floors: **8**
FAR: **2**

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