

**UPDATE TO OAKLAND'S OFF-STREET PARKING REGULATIONS  
COMMUNITY WORKSHOP – SEPTEMBER 15, 2011  
COMMENTS RECEIVED AT WORKSHOP**

**Comments Received at Information Station “Tell Us What You Think”**



The street presence of parking—garages

- 50 or 60 year old building cookie cutter bad design.
- San Francisco “dead sidewalk” archetype. HORRIBLE.
- Soft-sided!!
- No, no!!
- Lots of these garages are used for storage not cars. The ones that are used for workshops and garage sales occasionally contribute to a lively street. Have a way for it to be legal for residents to park across their own curb cuts without gambling on getting a ticket.
- Create a sticker connected to their own address.
- Move all parking to rear of building.

- Ditto X 2
- Ditto.
- Yes & less of them.
- Blight!
- Unsafe for pedestrians.
- BOOO!!!
- No! No! No! Too much curb cutting!
- Yes!



Programs to reduce demand for parking

- Support businesses that give incentives to walk, bike, take public transit or car share.
- Love, love, love!
- Better...should be wrapped.
- Yes.
- Good.
- YES!
- Benefits for incorporating sharing.
- Great!
- Yes!



Parking lot—landscaping and location related to buildings and sidewalk

- Good.
- Parking in front of business for safety.
- Good idea.
- Parking should be away from sidewalks, behind businesses.
- Buildings should meet street.
- Yes, this parking lot is terrible near the sidewalk. Move the building up front. Also, it's too much. This never fills up. Ever.
- (I AGREE!)
- Divide it. Some in front and 1/3-2/3 to side or rear like Rockridge TJ's.

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The street presence of parking—garage and parking in the front yard.

- People also live here. Only cars live here.
- This was built in the 50s-60s-grandfather and don't allow new front lot garages—gradual change.
- UGLY—too much concrete.
- No paved frontyards.
- BOOO!!!
- NO! NO! NO!
- Blight.
- This really undermines the neighborhood.

It's so ugly and makes me not want to walk by.

- 50% max is still too excessive!



Parking garage incorporated into development—architectural design and commercial uses

- Good.
- Ditto, but keep cost down, we are not SF.
- Please have better lighting in public lots!!
- Agreed.
- This is a good idea. I also like the idea of permeable parking.
- Yes businesses on 1st floor. See Whole Foods in SF or the one here in Oakland!
- See other garage incorporated.
- Less curb cuts to improve pedestrian experience.



Size of parking spaces versus size of cars

- Drivers should be ticketed for this in city lots.
- Higher fines for not parking with reason.
- Explain the size of compact so Hummers do not park.
- Move the compact spaces closer to the buildings.
- Vary sizes.
- High fines for going outside of parking area.



Parking lot—landscaping and relationship to buildings and sidewalks

- Good—but parking lots and curb cuts are still dangerous for bike/ped.
- Yes.
- Lots go behind. Buildings should meet street.
- Very important to pedestrians!
- Get input from neighbors on the best way to lay this out.

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Amount of land dedicated to parking; number of parking spaces versus demand for parking

lower requirement.

- It looks like this because CVS is going out of business!!
- Do we have a lot of empty parking lots?
- Base parking supplied on real life data from other cities (demonstrated demand).
- We should do some parking infill incentives to make for our years with overparking policies.
- Yes!
- Reduce parking requirements.
- Eliminate or tax-based on number of parking spaces.
- Find a way to get more people there without their cars.
- Car share can. Residents who commit to 0 or 1 or car share (official or directly between households) should



Commercial uses sharing parking (with some and not other uses); time limits

- YES!
- Make more efficient use of existing spaces.
- Yes.
- Yes and come up with guidelines to what types of uses share well with others. And then match them up.
- Eliminate time limits like Redwood City did successfully—if parking is priced appropriately, why cut off someone who wants to keep paying for the spot?!?!



Parking requirements for development near BART stations or other transit-accessible locations

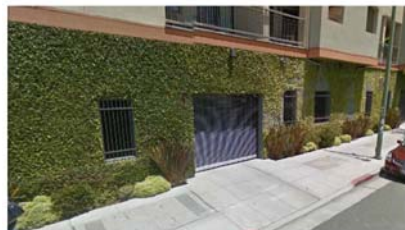
- High percentage of people working outside Oakland—bad bus service to trains—should have spaces designated for car pools.
- No.
- Not everybody lives near BART.
- Too true.
- Muy malo!
- Should reduce requirements near stations.
- Help people who live near BART rent their spaces if they don't have a car and had to pay for a space with their unit.
- Garages for transit stations and mixed use.
- Great idea.
- If it's in an old house, waive the requirement.
- Reduce substantially or eliminate completely within .5 miles.
- I agree, except should be 1/3 of a mile.
- Decouple parking spaces from housing units.

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Technology that allows less space to be dedicated to parking

- For long term parking.
- Good for areas with limited flow of cars in and at residential or office parking.
- Better as long as it's unbundled.
- Good.
- Yes.
- Let's find out more about pros, cons and different technologies.



Parking garage incorporated into development—landscaping and relationship to sidewalks

- Better.
- Yes.
- One garage entry always better! Pervious sidewalks! Plant SF.
- Nice ivy wall.
- Great idea.
- Ivy nice. Keep garage openings in alleys to preserve pedestrian environment.
- Good.

- Nice compromise.
- Shared use during working areas when many residents are gone for new housing near stores.



No parking or driveways between buildings and between sidewalk and buildings.

- Yes!!
- YES!
- Yes!
- Good.
- Absolutely in business districts.
- Good design.
- Yes!
- Great design.
- In commercial or dense residential.
- Yes, this is so dangerous for people on the sidewalk.



Programs to reduce employee demand for parking

- Employers providing free transit passes should have parking requirements reduced by 1 space for each pass.
- Yes!!
- YES!
- Streamlined entitlement for developers who sign up for Easy Pass.
- And for residential! Over ~50 or group purchasing for existing neighborhoods. ≠access 90% annual discount.

- Yes, good for businesses. Can more benefit be offered for businesses who locate near transit?
- Needs to be promoted more to employers and city needs to sign up.

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- GREAT.
- Yes! Help employers and help employees. Give financial incentives for both. Also help employers locate near transit.



Parking garage incorporated into development—architectural design

- Iffy.
- Not good.
- Separate parking areas from living areas.
- Yes, put cars in alleyways or behind homes.
- Too much concrete or pavers? Is this in rear?
- I don't like this.
- This is the way to provide good design.
- YES! Look at West End Commons!!
- Great!
- Ditto!



Permeable paving in parking lots

- Yes! Plus incentives when developers install!
- Great!
- Eh! Could be better—grass in the middle or some other pavers.
- Good looking.
- Very good idea.
- Yes!
- If parking spaces needed, good design.
- Yes, yes!
- The houses on Benvenue are an excellent example.
- Yes.
- Provide for cleaning, spills and oil drip.

**General Comments Not Associated with an Image:**

How many people over 50 ride bikes?!!

## Comments Received at Information Stations “Parking Ideas from Other Cities” and “Challenges & Tradeoffs”

- Parking should be in rear of building.
- Alleys for residential area.
- Keep benefits garnered from “trade-offs” re-invested in transportation & transit alternatives. Not flower pots.
- Spillover shmillover.
- Most cities make sure they do not get “ripped off” by transferring reduced off street parking and then forcing overuse of on street parking instead.
- Forward-looking cities that limit parking have excellent alternative ways of getting around.
- Calculating accurate projections for reduced apartment parking is extremely difficult as factors like changing job locations, bus route and frequency, work schedules, increased street crime, et al can significantly affect a once viable figure.
- Parking cash outs – employers tell workers they can either have a parking space or the cash it is worth. Many will choose the cash.
- Japan—requires a parking space for ownership of a car.
- Use specific plans now underway in City of Oakland to try out these ideas.
  - Lake Merritt
  - West Oakland
  - Broadway-Valdez
- Reduce amount of on site parking for additional units in an old house near transit.
- Unbundled parking make housing more affordable at a time when this is sorely needed. I don't own a car and would've gladly paid less for my condo, but instead I was forced to buy a space in the garage.
- I like the idea of unbundling. Could it work also by retroactive unbundling?
  - More of this! Love it! And like all of the ideas. Also consider bulk transit passes as part of an alternative to parking.
- Don't like the idea of transferrable parking. It's a perverse incentive.
- Unbundling—should be required.
  - Estimate minimum cost for parking?
  - Residential parking districts needed to prevent spillover.
- I support these policies:
  - In lieu fee
  - Transit overlay zones
  - Reductions for affordable/senior housing
  - Shared parking
- Yes! [unbundled]
- Yes! [in lieu, transit overlay zones, reductions for senior/affordable, shared parking]

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- City should provide no lots for free. All public lots should pay for themselves. About \$2000/per space/per year.
  - Yes!
  - Commercial parking lots pay indirectly by paying taxes on increased sales and store land owners pay increased taxes due to enhanced rents and property values.
- Business/residences should allow bike space as substitute for car parking at 2:1 ratio.
  - Yes!
  - Why not?
  - Or require free transit passes and car share memberships instead of parking spaces.
- Yes! Affordable housing regulations need to be super low, especially because projects using LIHTC can't unbundle.
  - Yes!
- Pilot new parking & TDM policies in specific plans being developed. Adopt performance based criterion—complement on street pricing efforts. Manage and price for ~85 max occupied space.

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**Comments Received During General Comment Session**

- Better notice to people and business groups.
- Community workshop conflicted with Bicycle and Pedestrian Advisory Commission meeting held 3<sup>rd</sup> Thursday every month.
- Other cities have alleys where parked in garages and off of alleys.
- Chicago had alleys.
- Trader Joe's allow to park in front—a little visible when driving by and more in the back or side indicate by signage. Allow ways to bike or walk-incentives. Be creative from Residential to Industrial, talk to people at Cal for ideas.
- Solutions should be balanced. Don't solve one problem to create another.
- In residential areas, if own a car should require to have a space, condo could sell extra spaces to those that don't have a space.
- Substitute bicycle parking for some car parking.
- There are houses without parking. Should charge for parking on streets.
- San Antonio neighborhood encourages bicycle replacement for parking and other areas near downtown or BART. Want to stop paving front yards.
- Zoning regulations should reduce parking required.
- Like unbundling for new construction, makes sense, not socialism.
- Worried unbundling will create spillover into neighborhood where people have a car and don't buy a space.
- Worry in recession, what happens when economy picks up.
- Different neighborhoods have different issues, should separate out these.
- Lot of parking not being utilized, look at what parking exists, better signage to direct where parking is.
- L.A. is very progressive for city employees; limited parking and large employers.
- Look at Sunday streets in S.F., close off street to encourage bicycling—walking, close Grand once a month for ped and bicycle friendly—one work day or week.
- With Transform, coordinate with on street, create money for signage, spillover-residential parking permits, performance-based, ex: Pasadena – trying to shoot for 85% used for on and off street parking can be adaptable.
- If have to have surface lots—should be pervious lots.
- Enforce buffering on existing lots to limit runoff and pollution, timeline to change.
- Transit doesn't work in area, applicants couldn't build because didn't have enough parking.
- 41<sup>st</sup> and Piedmont City parking lot not maintained.
- Take active count of number of vehicles here, many cars not registered in California.
- Engage investors and everybody.
- Information from parking citation people.



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- Want better environment for pedestrians. Affect of parking on historic properties, have neighborhood sign off if reduction in parking.
- If unbundling strong enforcement if no space no car.
- Don't like comparing to San Francisco.
- Is there a study saying we need less parking?
- Need balance, have to drive to work and for business, can't bike.
- AC Transit cut service to army base.
- Don't overprice for parking.
- Fairview Park should have 85%.
- BART started parking \$1/66<sup>th</sup> and Telegraph could survey.
- Should have listserv to exchange comments.
- Jack London did parking study.