

March 9, 2016

Location:	Citywide
Proposal:	Comprehensive update of Parking Regulations in the City of Oakland Planning Code.
Applicant:	Planning Commission
Environmental Determination:	The proposed amendments to the Planning Code rely on the previous set of applicable CEQA documents including: the Coliseum Area Specific Plan EIR (2015); Broadway Valdez Specific Plan EIR (2014); West Oakland Specific Plan EIR (2014); Central Estuary Area Plan EIR (2013); Land Use and Transportation Element of the General Plan EIR (1998); the Oakland Estuary Policy Plan EIRs (1999, 2006) and Supplemental EIR (2013); the Redevelopment Area EIRs- West Oakland (2003), Central City East (2003), Coliseum (1995), and Oakland Army Base (2002); the Historic Preservation Element of the General Plan EIR (1998); the 2007-2014 Housing Element Final EIR (2010) and Addendum (2014); and various Redevelopment Plan Final EIRs (collectively, "Previous CEQA Documents"). No further environmental review is required under CEQA Guidelines Sections 15162 and 15163. Moreover, each as a separate and independent basis, this proposal is also exempt from CEQA pursuant to CEQA Guidelines Sections 15183 (projects consistent with General Plan and Zoning) and 15061(b)(3) (general rule, no significant effect on the environment) and Section 21099(d) of the Public Resources Code states that parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area are not to be considered significant environmental impacts.
Service Delivery District:	Each district
City Council District:	Each district
Staff Recommendation:	Review the proposed parking regulation updates, and provide staff with policy recommendations and direction regarding whether the proposal should proceed to the full Planning Commission or return to the Zoning Update Committee for further discussion.
For further information:	Contact Neil Gray, Planner III, at (510)238-3878 or ngray@oaklandnet.com

SUMMARY

Staff is proposing updating the City's off-street parking requirements for new developments to be consistent with nationwide best practices. Staff requests that the Zoning Update Committee review the proposal and provide staff policy recommendations and direction regarding whether the proposal should proceed to the full Planning Commission or return to the Zoning Update Committee for further discussion.

INTRODUCTION

Staff is proposing an update of the City’s off-street parking regulations contained in Chapter 17.116 of the Planning Code, to be consistent with current City policies and nationwide best practices. Off-street parking regulations establish the required number of on-site parking spaces that must be provided for new construction, changes of use, and additions to existing buildings. These requirements are usually based on a reference unit such as parking spaces required per new dwelling unit or a certain amount of additional floor area. Although the subject of this update is off-street parking, staff is coordinating efforts with the Public Works Department, which is revising its on-street parking policies, particularly in Downtown. In addition to number of parking spaces required, this update proposes minor modifications to regulations relating to the dimensions and location of off-street parking spaces.

The process of developing this proposal began in 2011, but further work was delayed until 2015 due to staffing limitations.

Why an update is needed

Most of the City’s current off-street parking regulations were adopted with the Planning Code in 1965, and they have not been comprehensively updated since that time. With some exceptions, Oakland’s current parking regulations were designed to suit the needs of a more suburban community, not the density or character of Oakland’s urban neighborhoods. Outside of recently adopted Specific Plans, modern best practices for regulating parking have not been incorporated into the City’s off-street parking requirements. The current parking regulations also do not reflect adopted City policies such as those contained in the Land Use and Transportation Element of the General Plan (LUTE), the City’s “Transit First” policy, the Climate Action Plan, or the Housing Equity Roadmap (see Policy Framework section, below).

Trends in parking policy

Best practices for establishing parking requirements have seen a significant transition over the last several years. When the Planning Code was adopted in 1965, parking requirements were generically based on past parking demand as described in professional manuals published by organizations such as the Institute of Transportation Engineers and the American Planning Association¹. These manuals encouraged rigid requirements based on the periods of highest demand in suburban environments. Many cities, including Oakland, adopted “one-size fits all” uniform parking requirements based on these manuals.

More recent thinking regarding off-street parking posits that rigid minimum parking requirements generally result in an oversupply of parking, particularly when car owners perceive that off-street parking is available without cost. Current best practices in off-street parking requirements acknowledge the high opportunity cost of using land for parking instead of other purposes and the financial cost of constructing a parking space (each space in a parking structure can cost as much as about \$60,000², depending on the type of construction and whether the parking is underground).

Recently developed techniques encourage “just right” parking – parking requirements that are tailored to the location and features of a particular development. This, in turn, potentially increases mass transit

¹ Litman, Todd. Parking Management Best Practices, Page 15

² Page 48 Cervero, Robert; Adkins, Arlie; and Sullivan, Cathleen. Are TODs Overparked?

ridership, particularly if convenient transit options are available³. Local jurisdictions that reduce parking requirements based on this concept have experienced other benefits, including:

- Improved air quality;
- A more efficient use of land;
- A reduction of construction costs;
- More attractive street frontages; and
- Better stormwater management.

Staff's recommendations for parking requirements for Downtown and the major transportation corridors, described below, generally apply these best practices while also providing protections from parking spilling over into lower density residential areas.

POLICY FRAMEWORK

The proposed update is consistent with City, Regional, and State policies that encourage alternative transportation modes.

The Land Use and Transportation Element of the General Plan (LUTE), the City's primary land use policy document, contains clear policies that encourage alternative methods of transportation such as biking, walking, and public transit. Adjusting parking minimums to encourage the use of alternative transportation modes is consistent with these policies.

The City of Oakland adopted a Transit First Policy in 1996 (Resolution #73036). This policy instructs City staff to prioritize transit, over the private automobile, in the construction and maintenance of the City's transportation infrastructure.

Updating off-street parking regulations is directly addressed in Priority Action 35 of the City's Energy and Climate Action Plan. Page 44 of that document states:

“New regulations will be developed for parking requirements in the Planning Code pertaining to new development on private property. These regulations would permit parking requirements to be met through alternative approaches demonstrated to reduce demand for parking and GHG (greenhouse gas) emissions. These approaches may involve a range of transportation demand management strategies, including on-site car-share vehicles, secure bicycle parking and showers, and subsidized transit passes.”

The Metropolitan Transportation Commission (MTC) has begun a Regional Parking Initiative that reflects several of the policies in staff's proposal. Documents published by MTC include: “Reforming Parking Policies to Reform Smart Growth”; “Parking Code Guidance: Case Studies and Model Provisions”; and “MTC Smart Parking Policies/Toolbox”. Further, the state has updated the CEQA Guidelines to remove parking in transit areas as an impact requiring environmental analysis.

PRINCIPLES

Staff followed the following principles in developing the proposed changes to the parking requirements:

1. The City should maintain a balance between providing an adequate supply of parking to serve new growth and avoiding excessive parking supply. This balance should encourage transit

³ Litman, Todd. Parking Management Best Practices, Page 10

ridership, provide attractive frontages, use land efficiently, reduce construction costs, and minimize parking impact of new development on existing neighborhoods.

2. Techniques to reduce parking demand should be implemented to reflect the City's "Transit First" policies.
3. The cost of a parking space should be reflected in the price to the user.
4. Car ownership should be discouraged when alternative transportation methods are conveniently available.
5. Businesses that are consistent with the intent of the underlying zoning designation should be able to move into existing buildings without being significantly burdened by additional parking requirements.
6. Parking space and maneuvering aisle dimensions should be adequate for most modern cars.

COMMUNITY INVOLVEMENT

Staff has conducted four community meetings regarding the proposed parking updates. Two of the meetings were conducted in 2011 to educate the community regarding the City's major parking issues and to receive input regarding possible solutions. Two other meetings have been conducted at the West Oakland and Fruitvale Senior Centers on October 23, 2015 and October 29, 2015, respectively. Staff is conducting a fifth meeting on March 7, 2016.

The meeting at the Fruitvale Senior Center only had nine attendees, but those who attended generally felt that the project did not go far enough in reducing parking requirements. That meeting had a sentiment that increasing the housing supply and affordability is the most important issue and that garages should be allowed to convert to dwelling units. The West Oakland Senior Center meeting was better attended and the opinions were more varied, with several attendees advocating for a more progressive proposal and others concerned about potential parking spillover into residential neighborhood adjacent to commercial corridors. The following is a summary of the input and Attachment B is detailed notes taken at these meetings.

Spillover. Though the majority of meeting attendees advocated for progressive transportation policies, there was significant concern at the West Oakland meeting regarding possible parking impacts on the residential neighborhoods adjacent to commercial corridors. There was a general acknowledgment that the approach must respect and accommodate the interests of all residents, not simply those who prefer less driving & parking.

On-street & off-street coordination. One of the biggest concerns expressed by those anxious about a change in parking policy is the potential for increased parking demand to spillover onto residential streets, many already overburdened with too many cars looking for spaces. Policies must seek to address and solve this problem, and there needs to be a coordinated effort within the City between staff updating off-street requirements and staff managing on-street parking (permits, meters, policies, etc.). This need for coordination between City agencies speaks to one of the roles the new Department of Transportation could play in the future once this City department is fully formed and operational.

Role of transit. Attendees at both meetings brought up deficiencies with public transit in the City, particularly the buses run by AC Transit, and noted that changes to parking requirements that might discourage car use would be much more palatable if accompanied by improvements in public transit. Though upcoming improvements were noted, through planned Bus Rapid Transit (BRT) and a possible

AC Transit Service Expansion, staff acknowledged the need to better plan and coordinate in the future with transportation agencies like AC Transit.

Affordable housing. Several attendees showed an awareness of the implications of parking in developers' housing projects, and how requiring high amounts of parking—particularly in dense areas where land costs are high and the price-per-parking space becomes steep—can force developers to make units more expensive, or to allocate square footage to parking that could instead be used for additional housing units. Thus, there were calls for parking requirements to be reduced to help with the construction of less expensive housing, and in particular the specific reduction of parking in affordable housing developments.

Parking maximums. Several attendees advocated for changes that more demonstrated Oakland's commitment to a transit-first policy. One way that was recommended was to create parking maximums in center places, such as downtown.

Unbundling. “Unbundling” parking involves separating the cost to rent or buy a parking space from the cost to rent or buy a unit. Another way in which Oakland could be more progressive in its parking policy update would be to require unbundling Citywide; the City made such a good case for unbundling downtown, as an equitable way to encourage reduced parking and ensure it was used by those who valued it—why not have unbundling occur citywide then?

Expand reduction possibilities. The City is on the right track with its proposal to allow parking minimums to be reduced, with particular requirements, within special zones. But these zones should be expanded (considering the broader transit-access radius) and the reductions should not be capped at 50% but should be allowed to fall lower if a developer is willing to pursue such initiatives.

PROPOSAL

The following is a summary of the staff's proposed revisions to the City's parking regulations. A more detailed description of the regulations is contained in Attachment A.

1. Downtown Parking

Current Requirements. The majority of Downtown is zoned either: Central Business District – Residential (CBD-R), Central Business District – Pedestrian Retail (CBD-P), Central Business District – General Commercial (CBD-C), or Central Business District – Mix (CBD-X). Commercial activities have no parking requirement in these zones and residential activities require one parking space per unit. Section 17.116.290(C) of the Planning Code also permits, upon the granting of a Conditional Use Permit (CUP), a 50% reduction in the parking requirements in the CBD zones, the major transportation corridors, and in the S-15 Transit Oriented Development Zone. The City has been routinely approving these reductions due to the concentration of transit in these areas.

The southeast area of Downtown (roughly bounded by Lake Merritt, 14th Street, Broadway, and I-880) has zoning that was designated through the Lake Merritt Station Area Specific Plan. The LM-1 through LM-4 zones, which are designated in these areas, have regulations that reflect some of the current thinking regarding parking policy. These zones require 0.75 parking spaces per unit, unbundled parking⁴,

⁴ Unpriced parking is often “bundled” with building costs, which means that a certain number of spaces are included with building purchases or leases. *Unbundling Parking* means that parking is sold or rented separately. For example, rather than renting an apartment for \$2,000 per month with a parking space at no extra cost, each apartment can be rented for \$1,750 per

and a relaxation of parking requirements for the conversion of historic buildings. Parking requirements for these zones can also be reduced or waived upon the granting of a Conditional Use Permit and payment of a \$20,000 per space in-lieu fee to the City. Like the CBD zones, these zones do not require parking for commercial activities.

Proposal. Staff proposes the following Downtown parking requirements:

1. No parking requirement for any activities downtown;
2. A parking *maximum* of 1.25 parking spaces per unit;
3. Required unbundled parking;
4. One car share space preserved for buildings between 50 – 200 units and one car share space per each additional 200 units⁵; and
5. A transit allowance for each residential unit equivalent to the value of an adult AC Transit monthly pass, currently \$75 per month.

Rationale. In general, these proposals provide incentives for residents to live car free in Downtown. This district has the greatest concentration of public transit in the East Bay, including three BART stations, a confluence of major AC Transit lines, the free Broadway Shuttle, and the future terminus for the BRT Line.

- Proposals 1) and 2) provide disincentives for car ownership by limiting the number of parking spaces in new development.
- Requiring unbundled parking (Item 3) in new development allows residents to save money if they do not own a car and creates a price for parking that reflects its cost;
- Item 4) provides residents access to a car for shopping and short trips without paying the costs of car ownership; and
- Item 5) subsidizes the use of transit by downtown residents.

2. **Commercial Parking Determined by Building**

Current Requirements. The following summarizes some existing commercial parking requirements for the City. A comprehensive table containing detailed requirements for each land use classification is in Attachment C.

Downtown and Transit Oriented Development Districts

- No minimum number of spaces required.

Neighborhood Commercial (CN) Zones

- Restaurants – 1 space per 300 square feet of floor area
- Retail – 1 space per 600 square feet of floor area
- Office – 1 space per 900 square feet of floor area

Other Zones

- Restaurants – 1 space per 200 square feet of floor area
- Retail – 1 space per 400 square feet of floor area
- Office – 1 space per 600 square feet of floor area

month, plus \$250 per month for each parking space. Occupants only pay for the parking spaces they actually need. This is more efficient and fair, since occupants save money when they reduce parking demand, are not forced to pay for parking they do not need. This technique also makes transit use less expensive relative to owning a car.

⁵ Car sharing is a type of car rental that is designed to be convenient for people who want to rent cars for short periods of times within a day. Car share vehicles are generally stored at convenient locations such as parking lots and on the street.

Proposal. Staff proposes to continue to not require parking for commercial activities in the Central Business District, Lake Merritt Station Specific Plan Area, or the S-15 (Transit Oriented Development) Districts. Staff further proposes to require one parking space per 600 square feet of ground floor area for any commercial use and one parking space per 1,000 square feet of upper floor space in other parts of the City.

Rationale. The City’s current commercial parking requirements are based on the specific type of business. However, many times future commercial tenants are not known during the design of a project. An excess of parking is often provided in projects to have the most flexibility for accommodating future tenants. When not enough parking is provided, the types of future tenants that could occupy the building is legally limited, thereby making it more difficult to reuse the building. The proposal eliminates these problems by standardizing the requirements across use classifications.

3. Parking Reductions and Residential Parking Permits – Multifamily Housing

Current Requirements. The existing regulations allow the amount of parking required to be reduced from one parking space per unit to one-half a parking space per unit on the major commercial corridors upon the granting of a Conditional Use Permit (CUP). This provision was added during the citywide zoning update in 2011 as a place-holder until the parking regulations are updated with specific parking reduction standards.

Proposal. Staff proposes to allow any multifamily project of ten or more units, or nonresidential project of 3,000 square feet of commercial space or more, to reduce parking requirements if it contains certain parking demand management features. These include:

- A 20 percent decrease if a car sharing space¹ is provided onsite.
- A 10 percent decrease if a car sharing space is within 300 feet of the development.
- A 10 percent decrease if one monthly transit pass is provided per residential unit. The transit allowance for each unit would be equivalent to the value of an adult AC Transit monthly pass, currently \$75 per month.
- A 30 percent decrease if the project is within one-half a mile from a “major transit stop”⁶.

These parking reduction percentages would be cumulative. For example, a project that contains a car sharing space and is within one-half a mile from a major transit stop could reduce the parking requirement by up to 40 percent. Staff proposes that the required parking could not be reduced by more than 50 percent, regardless of amount of traffic demand features.

Staff also proposes that the residents of multifamily projects on ten dwelling units or more be prohibited from receiving a residential parking permit to assure that development provide adequate on-site parking. This has already been a general practice of the Department of Public Works.

Rationale. The proposed parking reductions listed are based on research performed by staff from several sources, including studies from the University of California⁷, the Mineta Institute⁸, and TransForm, a

⁶ Major Transit Stop is defined in the California Public Resources Code as site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

⁷ Cervero, Robert and Tsai, Yu-Hsin. Working Paper – San Francisco City CarShare: Travel-Demand Trends and Second-Year Impacts.

local transit advocacy organization. Staff believes that allowing these reductions encourages the use of these parking demand reduction features and provides guidance on how to determine the appropriate size of the parking reduction.

4. Parking Reductions – Affordable Housing

Current Requirements. Required parking for affordable units is the same as market rate units – generally one space per unit.

Proposal. Staff proposes to reduce the required parking for affordable housing to a minimum one-half of a parking space per unit for affordable housing that is within one-half of a mile from a major transit stop⁶ and a minimum three-quarters of a parking space per unit for affordable housing at other locations. Note that these requirements could be reduced further by providing the parking demand management features described in item #3, above.

Rationale. Several studies have shown that parking demand for affordable housing is lower than for market-rate units, particularly when the units are near transit. Also, AB744, a recently adopted State law, requires that local jurisdictions not require more than one-half a parking space per affordable unit that is within one-half a mile from a major transit stop.

5. Parking Reductions – Senior Housing

Current Requirements. Required parking for senior housing can be reduced by 75 percent upon the granting of a Conditional Use Permit.

Proposal. Staff proposes to reduce the required parking for senior housing to .25 spaces per unit by right.

Rationale. Removing the Conditional Use Permit requirement would encourage needed senior housing, which has a lower parking demand than typical residential uses. The City rarely denies a Conditional Use Permit for reduced parking in senior housing; therefore, allowing this reduction by right will eliminate the time and cost of administering unnecessary Conditional Use Permits.

6. Unbundling

Current Requirements: “Unbundling” requires the building owner to sell or rent parking separately from a unit to reflect the actual cost of the space. Unbundling⁴ is required for all new developments that have ten or more dwelling units in the D-LM and D-BV zones, which are the zones designated in the most recently adopted Specific Plans. No other zones require or encourage unbundling.

Proposal. Staff proposes to require unbundling on all new developments containing ten or more dwelling units.

Rationale. When the cost of including parking is part of the rent or cost of a dwelling unit, it is considered “bundled”. Bundling together the cost of parking and housing hides the cost of a parking space and makes the cost of owning a car less expensive compared to other transportation modes. Requiring the building owner to sell or rent parking separately from a unit can lower housing costs for those who choose to not have a parking space. According to the Metropolitan Transportation

⁶ Martin, Elliot and Shaheen, Susan. [The Impact of Carsharing on Household Vehicle Ownership.](#)

Commission, unbundling reduces the number of parking spaces required in a building by 10 – 15 percent⁹.

7. Maximum Parking in Transit Oriented Development zones

Current Requirements. The City currently has three transit oriented development zones: S-15, S-15W, and the Coliseum Area District-1 Zone – 1 (D-CO-1 Zone). These zones surround transit hubs at the Coliseum, Fruitvale, West Oakland, and Macarthur BART stations. There are no parking maximums in these zones, although the S-15 and S-15W do require a special finding if parking is in excess of the required one-half a space per dwelling unit.

Proposal. Staff proposes to impose a parking maximum of 1.25 parking spaces per dwelling unit at these zones.

Rationale. A parking maximum is consistent with the City’s vision of emphasizing public transit over auto use at transit oriented developments. Reducing parking will also reduce construction costs where the City encourages the greatest development intensity. The 1.25 maximum is consistent with the proposal for the Central Business District described in item #1, above.

8. Additions to Historic Buildings

Current Requirements. Minimum parking requirements apply to additions to historic buildings the same way they apply to any other building. For instance, additional parking is required if dwelling units are created at a historic building site. For this proposal, historic buildings include Local Register Properties and Potentially Designated Historic Properties (PDHPs). Local Register Properties include City Landmarks and Districts, properties designated under State and Federal programs, and properties rated “A” or “B” by the City’s Office of Cultural Heritage. PDHPs are a large group of buildings that have at least a “C” rating or contribute to a historic district.

Proposal. Staff proposes that no parking be required for additions to historic buildings when the addition is less than 100% of the floor area of the existing building.

Rationale. Providing new parking for additions to historic buildings can create visual or site design impacts and often make their rehabilitation financially infeasible. Historic buildings tend to have limited parking opportunities because they were constructed when parking was not a City requirement. For instance, creating a garage for a traditional historic building that is located adjacent to a street would require the construction of an expensive and visually disruptive garage door.

The size restriction for the addition (less than 100% of the floor area of the existing building) would restrict the parking waiver to projects that are subordinate in size to the existing building.

9. Change of Use within Existing Buildings

Current Requirements. Parking is required for a change of use from one activity classification¹⁰ to another for all buildings constructed after 1965, when the majority of parking regulations were adopted

⁹ See Reforming Parking Policies to Support Smart Growth. Toolbox/Handbook: Parking Best Practice and Strategies for Supporting Transit Oriented Development in the Bay Area. July 2007.

by the City. Parking is required for pre-1965 constructed buildings for a change of use from one “Major Use Category¹⁰” to another.

Proposal. Staff proposes that parking only be required for a change in major use category¹⁰ for all buildings except for Local Register Properties. Staff proposes that changes of use in Local Register Properties not require additional parking.

Rationale. The proposal will encourage the flexible use of post-1965 constructed buildings. Staff proposes to preserve the parking requirements for changes from one major use category to another because often times these conversions have significant parking impacts on a neighborhood. For instance, a conversion of an industrial building to a residential development would significantly increase parking demand in a neighborhood. The proposal will also encourage the reuse and rehabilitation of the City’s valuable Local Register Properties.

10. Flexible Use Parking

Current Requirements. All required parking must be preserved for the business on a parcel, regardless of time or parking availability.

Proposal. Staff proposes to allow required parking to be shared between existing commercial businesses. For instance, a movie theater and a hair salon may share their parking because they have different peak demand periods. Conditional Use Permit (CUP) would only be required if a business expanding its parking is conditionally permitted. For instance, a CUP is required for bars to operate in commercial zones, so providing parking for a bar on a different lot would be an expansion and require a CUP.

Rationale. Allowing commercial businesses to share parking would result in more efficient use of parking spaces. In a City study of parking in Temescal, shared parking among businesses was identified as a key recommendation to increasing parking supply during peak demand periods.

11. Off-Site Parking

Current Requirements. Placing required parking at an off-site parking facility is allowed for residential activities in Neighborhood Commercial and Downtown Zones and commercial businesses in all zones. However, the required parking must be located within 300 feet of the primary lot and both lots must be under common ownership.

Proposal. Staff proposes the following:

- Allow off-site parking for residential activities in all commercial and high density residential zones.
- Allow off-site parking for commercial businesses in all zones.
- Allow the required parking to be located off-site within 300 feet by right and 600 feet upon the granting of a Conditional Use Permit.
- Do not require common ownership of parcels for off-site parking.

¹⁰ There are dozens of “Activity Classifications” in the Planning Code, such as Permanent Residential, General Retail Sales, Medical Services, and General Manufacturing. These classifications are organized into five “Major Use Categories”: Residential, Civic, Commercial, Industrial, and Agricultural and Extractive.

Rationale. The proposal will encourage off-site parking, which reduces potential visual and site design impacts related to providing parking in new development.

12. Parking on Small Lots in Commercial Zones

Current Requirements. Parking requirements apply to all lots regardless of lot size except in the Broadway Valdez and Lake Merritt Station Specific Plan areas.

Proposal. Staff proposes to waive parking requirements on lots that are 35 feet wide or less in the Community Commercial and Neighborhood Center Zones.

Rationale. Eliminating parking requirements on narrow lots would encourage fewer curb cuts and garage doors dominating streetscapes. Most of the successfully designed commercial districts in the City have a pattern of small lots without garages or curb cuts interrupting the pedestrian flow and a continuous storefront.

13. Calculating Parking Requirements in Civic Buildings

Current Requirements. Parking requirements for four civic activities (residential care, schools, colleges, and hospitals), all industrial activities, and auto sales are based on number of employees. For instance, the parking requirement for high schools is one space per three employees plus one space per ten students (see Attachment C).

Proposal. Staff proposes to base parking requirements for schools, colleges, and hospitals on a parking demand analysis for a particular project; residential care on number of beds; and auto sales, warehousing, and industrial activities based on floor area.

Rationale. With new development, many times the specific number of employees is not known during the design of the project. Also, defining and identifying the number of employees is difficult due to the variety of work schedules and predicting future workload.

Basing parking requirements for larger projects, such as hospitals, colleges, and schools, on a professional analysis provides a more accurate estimate of parking demand for projects that may have a major parking impact on a neighborhood. Basing parking requirements for auto sales, warehousing, and industrial activities on floor area provides a convenient parking calculation for activities that do not tend to have parking impacts on residential and neighborhood districts. The detailed parking requirements, contained in Attachment A, item 12 are based on the recently developed parking requirements in San Diego.

14. Parking Required in the Mixed Housing Type (RM) zones

Current Requirements. The RM Zones are a mix of single-family homes, duplexes, and small apartment buildings, generally found in transit-accessible areas. Current regulations require one and one-half parking spaces (rounded up) per residential unit in the Mixed Housing Type Residential-1 (RM-1) and RM-2 Zones, although one space per unit is allowed for small lots (less than 4,000 square feet or 40 feet in width) in the RM-2 Zone. One parking space per unit is required in the RM-3 and RM-4 Zones.

Proposal. Staff proposes to require one parking space per unit for all the RM zones.

Rationale. The requirement of one and one-half parking spaces per unit discourages appropriate residential infill development in neighborhoods that are near transit. Requiring only one parking space per unit also better accommodates the creation of secondary units and increases pervious surfaces on a lot. Finally, having the same parking requirement for each of the RM zones simplifies the Planning Code.

15. Residential Parking Location – Side Rear Context

Current Requirements. Under the current regulations, new neighborhoods parking for one- and two-unit residential projects is often required to be to the side or rear of a residence and set back at least 25 feet from the front lot line. This requirement is intended to preserve the “parking context” of a neighborhood where existing parking is less visible from the street.

Proposal. Staff proposes to allow required parking to be within 25 feet from the front line but continue the requirement that parking be located to the side of the lot.

Rationale. Requiring new parking to be at least 25 feet from the front lot line is not consistent with typical parking behavior. Residents with side and rear parking often park near the front lot line to be closer to the entrance of the residence. Requiring paving to the rear of the yard increases impermeable surface area and uses area on a lot that could be used for better purposes.

16. Driveway Width

Current Requirements. The Planning code currently allows a maximum 19 foot driveway width.

Proposal. Staff proposes to only require a maximum driveway width in the front 20 feet of a property.

Rationale. Limiting the driveway width to 19 feet conflicts with the minimum 21-foot back-up space required for maneuvering into and out of perpendicular parking spaces located in the rear of a lot, where there are limited visual impacts to the street. The proposal would allow sufficient driveway towards the rear of a lot to allow maneuvering into and out of parking spaces.

17. Aisle Width

Current Requirements. The regulations currently require a 21-foot maneuvering aisle for parking (i.e., “back-up” space for perpendicularly parked vehicles). This was reduced from 24 feet in 2011 to allow for more compact residential parking.

Proposal. Staff proposes to increase the commercial parking aisle requirement to 23 feet.

Rationale. The 21-foot standard is been adequate for residential parking, where residents are more familiar with the maneuvering dimensions of their parking lot. However, 21 feet is not adequate for commercial parking where turnover is high and motorists are less familiar with the lot. The proposed 23-foot requirement would provide adequate maneuvering space based on field tests by City staff and published national standards.

18. Obstructions Next to Parking Spaces

Current Requirement. Two feet additional perpendicular parking space width required if there is an obstruction on one side or two sides of a parking space.

Proposal. Staff proposes to reduce the obstruction requirement to one foot of additional parking space width if there is an obstruction on one side and two feet if there is an obstruction on two sides.

Rationale. Only one additional foot is needed to accommodate an open door on each side.

CONCLUSION

Staff requests that the Zoning Update Committee review the proposal and provide staff policy recommendations and direction regarding whether the proposal should proceed to the full Planning Commission or return to the Zoning Update Committee for further discussion.

Respectfully submitted:



ED MANASSE
Strategic Planning Manager

Prepared by:



NEIL GRAY
Planner III

Attachments:

- A. Summary of the proposal
- B. Notes from community meetings
- C. Chapter 17.116 (Off-Street Parking and Loading Requirements) of the Planning Code

**ATTACHMENT A
OFF-STREET PARKING PROPOSAL
Zoning Update Committee
March 9, 2016**

1. Minimum and Maximum Parking in Downtown

Problem: The current regulations do not prescribe a minimum amount of required parking for most commercial development in Downtown. Minimum parking is prescribed for commercial development in the CBD-R (Downtown Residential) Zone and for residential development in all Downtown zones. The prescribed minimum parking requirements represent a “one size fits all” approach when in reality parking demand varies by project. In many cases, minimum requirements result in too much parking.

Existing	Recommendation
<ul style="list-style-type: none"> • No <u>commercial</u> parking is currently required in downtown except in Residential Zones. • Generally, one parking space is required for each parking space per <u>residential</u> unit, which can be decreased to .5 parking spaces per unit with a conditional use permit. • .75 parking spaces required per residential unit in the Lake Merritt Station Specific Plan Area, which can be reduced through in-lieu fees. 	<ul style="list-style-type: none"> • No parking required for <u>Commercial</u> or <u>Residential</u> activities in the downtown area. • Required unbundled parking for new development • Transit Passes and transit information required for tenants of developments of 10 units or more.¹ • One car share space preserved for buildings between 50 – 200 units, then one car share space per 200 units². • Parking maximum of 1.25 spaces per unit
<p>Rationale: <i>The proposed approach is “project-oriented.” The amount of parking provided would be determined on a project-by-project basis so the amount would be “just right” – not too much, not too little. Downtown is well-served by transit so it can support flexible parking requirements. However, even if there are no minimum parking requirements, developers will likely provide on-site parking if there is market demand.</i></p>	

¹The transit allowance for each residential unit would be equivalent to the value of an adult AC Transit monthly pass, currently \$75 per month.

²Car sharing is a type of rental that is designed to be convenient for people who want cars for short periods of times within a day. Car share vehicles are generally stored at convenient locations such as parking lots and on the street.

Off-Street Parking Update
 Administrative Draft
 March 2016

2. Commercial Parking – Determined by Building

Problem: The current amount of commercial parking required is based on the specific type of business. However, with new commercial development, many times the specific tenant is not known during the design of the project. In many cases, in order to provide the most flexibility for accommodating future tenants, too much parking is provided in the project. If not enough parking is provided, the types of future tenants that could occupy the building is limited thereby making it more difficult to reuse the building.

Existing	Recommendation
<p>No minimum number of spaces generally required in Downtown;</p> <p><u>Neighborhood Commercial (CN) Zones:</u></p> <ul style="list-style-type: none"> • Restaurants – 1 space per 300 square feet of floor area • Retail – 1 space per 600 square feet of floor area • Office – 1 space per 900 square feet of floor area <p><u>Other Zones</u></p> <ul style="list-style-type: none"> • Restaurants – 1 space per 200 square feet of floor area • Retail – 1 space per 400 square feet of floor area • Office – 1 space per 600 square feet of floor area 	<p><u>Downtown Commercial Zones</u> No parking spaces required for Downtown zones (see proposal #1, above)</p> <p><u>All Other Zones</u></p> <ul style="list-style-type: none"> • Ground floor commercial space: 1 parking space per 600 square feet of floor area • Upper floor commercial space: 1 parking space per 1,000 square feet of floor area

Rationale: Under the proposal, new projects with unknown future tenants are less likely to provide too much parking than under the current regulations. The proposal also facilitates the reuse of existing buildings since the parking requirement would not change if a new tenant moves in. Eliminating the restaurant classification would still result in adequate parking supply because the proposed changes would allow shared parking between commercial activities, thereby allowing restaurant patrons to park at lots serving other activities.

Off-Street Parking Update
 Administrative Draft
 March 2016

3. Parking Reductions and Residential Parking Permits—Multifamily Housing

Problem: The current regulations allow the amount of parking required to be reduced up to 50% with a Conditional Use Permit (CUP) in Downtown and commercial corridors. This provision was added during the citywide zoning update in 2011 as a place-holder until the parking regulations are updated with specific parking reduction standards. The requirement for a CUP discourages the use of this provision and there isn't guidance on how to determine the appropriate size of the parking reduction.

Also, multi-family developments may reduce their parking to a lower level than will be required by their development if they use on-street parking in residential neighborhoods by purchasing a Residential Parking Permit (RPP). This can create spillover impacts in residential neighborhoods.

Existing	Recommendation										
<ul style="list-style-type: none"> Required parking can be reduced by up to fifty percent (50%) in the zones designated on the City's major transportation corridors with the granting of a CUP. The City has no zoning requirements regarding RPPs, although prohibiting tenants of new multi-family developments to purchase RPPs has been a condition of approval for certain developments. 	<p>1) Required parking for a multifamily developments of ten units or more or commercial developments greater than 3,000 square feet may be reduced per the following:</p> <table border="0"> <tr> <td style="text-align: right;"><u>Strategy</u></td> <td style="text-align: right;"><u>Reduction</u></td> </tr> <tr> <td>Provision of Car sharing space (onsite).....</td> <td style="text-align: right;">20%³</td> </tr> <tr> <td>Provision of Car-sharing spaces¹ (within 300 ft)</td> <td style="text-align: right;">10%</td> </tr> <tr> <td>Transit Pass provided for each unit⁴</td> <td style="text-align: right;">10%</td> </tr> <tr> <td>Within ½ mile of a Major Transit Stop⁵</td> <td style="text-align: right;">30%⁶</td> </tr> </table> <p>2) Prohibit tenants of developments with ten or more units to obtain RPPs.</p>	<u>Strategy</u>	<u>Reduction</u>	Provision of Car sharing space (onsite).....	20% ³	Provision of Car-sharing spaces ¹ (within 300 ft)	10%	Transit Pass provided for each unit ⁴	10%	Within ½ mile of a Major Transit Stop ⁵	30% ⁶
<u>Strategy</u>	<u>Reduction</u>										
Provision of Car sharing space (onsite).....	20% ³										
Provision of Car-sharing spaces ¹ (within 300 ft)	10%										
Transit Pass provided for each unit ⁴	10%										
Within ½ mile of a Major Transit Stop ⁵	30% ⁶										

Rationale: Removing the CUP requirement and establishing specific parking reduction standards would encourage projects to incorporate parking demand management strategies. Research shows that the proposed strategies reduce parking demand, and the percentages have been updated to reflect the estimated reductions. The proposal is consistent with The Oakland Energy and Climate Action Plan (ECAP), which contains a policy to establish alternative mechanisms to meeting parking requirements (Policy PA 35). Prohibiting tenant of developments with ten or more units to

³ This reduction is based on analysis in the document Car-Sharing: Where and How it Succeeds (2005), page ES-3. The document was developed by the Transit Cooperative Research Program.
⁴ The transit allowance for each residential unit would be equivalent to the value of an adult AC Transit monthly pass, currently \$75 per month.
⁵ Major Transit Stop is defined in the California Public Resources Code as site with an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the peak commute periods.
⁶ This reduction was determined through the GreenTrip Database. This database, which was funded by the Metropolitan Transportation Commission and developed by the Oakland branch of TransForm, a transit advocacy group, includes data gathered at multi-family residential sites around the San Francisco Bay Area. Data collection began in November 2013, and is ongoing. The data shows parking supplied, and parking used, at each site.

4. Parking Reductions – Affordable Housing

Problem: New developments that include affordable housing units, whether a mixed income development or a housing project of 100% affordable units, currently trigger the same parking requirements as market rate developments. Yet data shows car ownership and parking demand among affordable housing units is significantly lower than market rate projects. Requiring parking minimums that exceed parking demand leads to overbuilt parking supply, which can increase overall housing costs by 6% or more and potentially occupy valuable real estate with underutilized parking spaces which could instead be used for additional housing units. Currently Oakland’s Code follows state law, allowing developers to apply for reductions in the City’s parking requirement for affordable units, yet the present default for affordable units is 1 space per unit. This puts the onus on the developer to request reduced parking minimums, when the City instead should be encouraging parking reductions by right. State law has recently changed with the passage of AB 744, which would supersede certain Oakland parking requirements as they currently stand.

Existing	Recommendation
<p>Required parking is 1 space per unit for any affordable housing unit, though developers can apply for a reduction if demonstrating reduced demand.</p>	<ul style="list-style-type: none"> • Required parking is 0.5 spaces per unit for affordable housing unit within ½ mile of a major transit stop consistent with state law. • Required parking is .75 spaces per unit for all other affordable housing units. <p>**These requirements can be reduced through the provision of transit passes and car share spaces as described in proposal #3, above.</p>
<p>Rationale: <i>This new requirement brings the City in line with new state law AB 744 and provides a reduction for all affordable housing because studies show affordable housing produces less of a demand for parking⁷.</i></p>	

⁷ These reductions are consistent with the San Diego Affordable Housing Study, December 2011

Off-Street Parking Update
Administrative Draft
 March 2016

5. Parking Reductions – Senior Housing

Problem: The current regulations allow the amount of parking required for senior housing to be reduced up to 75% with a conditional use permit. This provision acknowledges that reduced parking is appropriate in senior housing. The requirement for a conditional use permit is an unnecessary hurdle and discourages the use of this provision.

Existing	Recommendation
Required parking can be reduced by 75 percent upon the granting of a conditional use permit.	Required parking may be reduced to 0.25 spaces per unit by right.
<i>Rationale: Removing the conditional use permit requirement would encourage needed senior housing. Senior housing has a lower parking demand than typical residential uses.</i>	

6. Unbundling

Problem: When the cost of including parking is part in the rent or cost of a dwelling unit, it is considered “bundled.” Bundling hides the cost of the parking space and makes the cost of owning a car less expensive relative to other transportation modes. Unbundling requires the building owner to sell or rent parking as separately from a unit, in an attempt to reflect the actual cost of the space. This way, renters or office space users that do not have cars and elect to have no parking can choose to have no parking, and pay less, while those that value the parking and have a need can choose a parking space if they are willing to pay for it. Studies have shown that unbundling reduces the number of parking spaces required in a building.

Existing	Recommendation
Unbundling is required for multifamily residential developments of 10 or more units in the D-BV and D-LM zones only.	Unbundling required for all multifamily residential developments of 10 or more units citywide.

Rationale: *Data shows that some tenants do not opt for parking spaces and overall parking demand goes down when unbundling is instituted.*

7. Maximum Parking in Transit Oriented Development zones

Problem: The City has a transit-first policy and has encouraged the creation of Transit Oriented Development, particularly around many of the BART stations within the City. Specific Plans and zoning updates have adjusted parking minimums in many cases, allowing developers to build housing with low or in some cases no parking. However, lower minimums do not prevent developers from building more parking if they desire. In many parts of the City this may be acceptable, but in zones intended for high-density and walkability, with new development oriented around regional transit stops, the City should not only encourage less parking but prevent excess parking.

Existing	Recommendation
No parking maximums exist in any zone.	Implement a parking maximum for any residential development within the S-15, S-15W, and D-CO-1 zones, such that no development exceeds 1.25 spaces per unit.

Rationale: This maximum is consistent with the proposal for the CBD and the policies in the Land Use and Transportation Element of the General Plan regarding the character of transit oriented development.

Off-Street Parking Update
 Administrative Draft
 March 2016

8. Additions to Historic Buildings

Problem: Under the current regulations, minimum parking requirements apply to additions to all buildings, including historic buildings. This discourages the rehabilitation of historic buildings. In many cases, providing new parking for additions is not feasible and requires significant alterations to the historic building, because they often cover an entire site.

Existing	Recommendation
Parking required for additions to historic buildings ⁸ .	No parking required for additions to historic buildings ⁸ when the addition is less than 100% of the floor area of the existing building.
<i>Rationale: The proposal would encourage the reuse of historic buildings. The size restriction for the addition (less than 100% of the floor area of the existing building) would restrict the parking waiver to smaller projects that are subordinate in size to the existing building.</i>	

⁸ In this case, historic buildings include Local Register Properties and Potentially Designated Historic Properties (PDHPS). Local Register Properties include City Landmarks and Districts, and properties designated under State and Federal programs, and properties rated "A" or "B" by the City's Office of Cultural Heritage). PDHPS are a large group of building that have at least a "C" rating or contributes to an historic district.

9. Change of Use within Existing Buildings

Problem: Under the current regulations, minimum parking requirements apply to some change of use of existing buildings. This discourages the reuse and rehabilitation of historic buildings and can limit the flexible use of existing buildings.

Existing	Recommendation
<ul style="list-style-type: none"> • Parking required for change of use from one activity classification to another for all post-1965 existing buildings. • Parking required for pre-1965 building for a change of use from one “Activity Classification”⁹ to another. 	<ul style="list-style-type: none"> • For non-Local Register Properties, no parking required for any changes of use for any building within a “major use category” such as Residential, Commercial, Civic, Industrial, or Agricultural and Extractive.⁹ • For Local Register Properties, no parking required for any changes of use for any building.

Rationale: *The proposal will encourage the flexible use of post-1965 constructed buildings. Staff proposes to preserve the parking requirements for changes from one major use category to another in most buildings because often times these conversions have significant parking impacts on a neighborhood. For instance, a conversion of an industrial building to a residential development would significantly increase parking demand in a neighborhood. The proposal will also encourage the rehabilitation and use of Local Register Properties.*

⁹ There are dozens of “Activity Classifications” in the Planning Code, such as Permanent Residential, General Retail Sales, Medical Services, and General Manufacturing. These classifications are organized into five “Major Use Categories”: Residential, Civic, Commercial, Industrial, and Agricultural and Extractive.

10. Flexible Use Parking

Problem: In many commercial districts, there is a variety of commercial businesses with parking needs at different times of the day and some businesses have more parking than necessary. These parking spaces could be utilized more efficiently if they could be used by businesses located on different lots. Under the current regulations, parking required for a business must be reserved for that business; it cannot be shared with another business without being considered an auto fee parking lot. Most commercial zones do not permit or only conditionally permit auto fee parking lots.

Existing	Recommendation
<p>Required parking must be reserved for the activity it serves unless a permit is granted allowing an auto fee parking lot.</p>	<ul style="list-style-type: none"> • Required customer parking can be shared between commercial businesses and not be considered auto fee parking. • Parking on another lot for a conditionally permitted business would be considered an expansion the use and thus would require a Conditional Use Permit (CUP). For instance, a CUP is required for bars to operate in commercial zones, so providing parking for a bar on a lot with another business would be considered an expansion of the bar and require a CUP.
<p>Rationale: <i>Allowing commercial businesses to share parking would result in more efficient use of parking spaces. In a City study of parking in Temescal, shared parking among businesses was identified as a key recommendation to increasing parking supply during peak demand periods. In many cases there are businesses that need nighttime parking, such as restaurants and theaters, that are near other businesses with unused parking spaces, as restaurants and theaters.</i></p>	

Off-Street Parking Update
Administrative Draft
 March 2016

11. Off-Site Parking

Problem: In some cases, providing required parking on the same lot as the activity the parking serves creates visual or site design impacts. In these cases it may be preferable to locate required parking for a new proposal on another lot. Under the current regulations, required parking must be on the same lot as the activity it serves, with the following exceptions: 1) residential activities in neighborhood commercial zones and Downtown; and 2) commercial businesses in all zones. In these cases, all required parking must be located within 300 feet of the lot containing the activity and the lots must have a common owner. Requiring common ownership of the different lots discourages off-site parking and is unnecessary and 300 feet limits the number of potential parking spaces within the district.

Existing	Recommendation
<ul style="list-style-type: none"> Off-site parking allowed for residential activities in Neighborhood Commercial and Downtown Zones and commercial businesses in all Zones. The required parking must be located within 300 feet of the primary lot and both lots must be under common ownership. 	<ul style="list-style-type: none"> Allow off-site parking for residential activities in all commercial and high density residential zones. Allow off-site parking for commercial businesses in all zones. Required parking may be located off-site within 300 feet by right and 600 feet with a conditional use permit. Common ownership would not be required for off-site parking

Rationale: Removing the common ownership requirement for off-site parking would encourage off-site parking thereby reducing potential visual and site design impacts related to on-site parking. The visual and site design impacts of the off-site parking would be evaluated during the design review associated with the new development. Also, off-site parking located on a lot that does not contain a principal activity would still be classified as Auto Fee Parking which is generally prohibited in residential zones and requires a conditional use permit in commercial zones and Downtown.

12. Parking on Small Lots in Commercial Districts

Problem: Incorporating parking into projects on small substandard lots in commercial districts can result in negative visual and site design impacts due to the small lot size. In these cases, parking can visually and physically dominate the site to the detriment of the project and the surrounding district.

Existing	Recommendation
<p>Parking requirements apply to all lots regardless of lot size except in the Broadway Valdez and Lake Merritt Station Specific Plan areas.</p>	<p>Parking requirements do not apply to interior lots with less than 35 feet of street frontage in the CN and CC zones.</p>
<p>Rationale: <i>Eliminating parking requirements on narrow lots would encourage fewer curb cuts and garage doors dominating streetscapes. Most of the successfully designed commercial districts in the City have a pattern of small lots without garages or curb cuts interrupting the pedestrian flow and a continuous storefront.</i></p>	

Off-Street Parking Update
 Administrative Draft
 March 2016

13. Calculating Parking Requirements – Employees vs. Building Size

Problem: For certain activities, the current regulations specify the amount of required parking based on the number of employees. With new development, many times the specific number of employees is not known during the design of the project. Also, defining and identifying the number of “employees” is difficult (due to the variety of work schedules).

Existing	Proposed
<ul style="list-style-type: none"> Residential care: 1 space per 3 employees; plus 1 space for each facility vehicle High schools: 1 space per 3 employees; plus 1 space per 10 students Other schools: 1 space per 3 employees Colleges: 1 space per 3 employees; plus 1 space per 6 students Hospitals: 1 space per 4 beds; plus 1 space per 4 employees; plus 1 space per doctor Auto sales: 1 space per 1,000 sf or per 3 employees (whichever is less) Warehousing: 1 space per 3 employees Industrial: 1 space per 1,500 sf or per 3 employees (whichever more) 	<ul style="list-style-type: none"> Residential care: 1 space per 5 beds High schools: determined by Director of City Planning based on a parking demand and capacity study. Other schools: 0.5 space per 1 classroom Colleges: Determined by Director of City Planning based on a parking demand and capacity study. Hospitals: Determined by Director of City Planning based on a parking demand and capacity study. Auto sales: 1 space per 1,000 sf Warehousing: None for first 10,000 sf; then 1 space per 1,000 sf Industrial: 1 space per 1,500 sf

Rationale: With new development, many times the specific number of employees is not known during the design of the project. Also, defining and identifying the number of employees is difficult due to the variety of work schedules and predicting future workload. Basing parking requirements for larger projects, such as hospitals, colleges, and schools, on a professional analysis provides a more accurate estimate of parking demand for projects that may have a major parking impact on a neighborhood. Basing parking requirements for auto sales, warehousing, and industrial activities on floor area provides a convenient parking calculation for activities that do not tend to have parking impacts on residential and neighborhood districts.

Off-Street Parking Update
Administrative Draft
 March 2016

14. Parking Required – RM Zones

Problem: The current regulations require one and one-half parking spaces (rounded up) per residential unit in the Mixed Housing Type Residential-1 (RM-1) and RM-2 Zones, although one space per unit is allowed for small lots (less than 4,000 square feet) in the RM-2 Zone. One parking space per unit is required in the RM-3 and RM-4 Zones. The RM Zones are medium-density residential zones found in transit-accessible areas and near major arterials, and are located throughout North Oakland and in pockets of West and East Oakland. In these areas are a mix of single-family homes, duplexes, and small apartment buildings. The requirement of one and one-half parking spaces per unit discourages appropriate residential infill development in these neighborhoods.

Existing	Recommendation
<ul style="list-style-type: none"> • RM-1 Zone: 1.5 spaces per unit • RM-2 Zone: 1.5 spaces per unit • RM-3 Zone: 1 space per unit • RM-4 Zone: 1 space per unit 	<p>One parking space per unit in all the RM zones, except two parking spaces per unit would be required for units with five or more bedrooms.</p>

Rationale: *The requirement of one and one-half parking spaces per unit discourages appropriate residential infill development in neighborhoods that are near transit. Requiring only one parking space per unit also better accommodates the creation of secondary units and increases pervious surfaces on a lot. Finally, having the same parking requirement for each of the RM zones simplifies the Planning Code.*

Off-Street Parking Update
Administrative Draft
 March 2016

15. Residential Parking Location – Side/Rear Context

Problem: Under the current regulations, in neighborhoods where parking is located to the side or rear of the residence, new parking for one- and two-unit residential projects is required to be to the side or rear of a residence and set back at least 25 feet from the front lot line. This requirement is intended to preserve the parking character of a neighborhood where existing parking is less visible from the street. Requiring new parking to the side or rear of a residence limits the parking space from detracting from the visual quality of the residence. However, requiring new parking to be at least 25 feet from the front lot line is not consistent with typical parking behavior. Residents with side and rear parking often park near the front lot line to be closer to the entrance of the residence. Requiring paving to the rear of the yard increases impermeable surface area and uses area on a lot that could be used for better purposes.

Existing	Recommendation
New required parking for single family homes and duplexes must be located to the side or rear of a house and at least 25 feet from the front lot line if the site is in a neighborhood with a rear yard parking context.	New required parking for single family homes and duplexes must be located to the side of a lot <u>or</u> rear of a house if the site is in a neighborhood with a rear yard parking context. The parking is <u>not</u> required to be at least 25 feet from front lot line

***Rationale:** Unnecessarily requiring paving to the rear of the yard increases impermeable surface area and uses area on a lot that could be used for better purposes.*

Off-Street Parking Update
 Administrative Draft
 March 2016

16. Driveway Width

Problem: Under the current regulations, the maximum allowed driveway width is 19 feet. It is unclear where the 19-foot maximum applies on the lot. If the regulation applies to the entire lot, limiting the driveway width to 19 feet conflicts the minimum 21-foot back-up space required for maneuvering into and out of perpendicular parking spaces located in the rear of a lot with limited visual impacts to the street.

Existing	Recommendation
Maximum driveway width is 19 feet	Maximum driveway width is 19 feet for front 20 feet of lot

Rationale: *The proposal would limit the visual impacts of parking as seen from the street but allow sufficient driveway width in the remainder of the lot to allow maneuvering into and out of parking spaces.*

Off-Street Parking Update
 Administrative Draft
 March 2016

18. Aisle Width

Problem: The regulations previously required a 24-foot maneuvering aisle for parking (i.e., “back-up” space for perpendicularly parked vehicles). During the citywide commercial and residential zoning update in 2011, this standard was reduced to 21 feet to allow more compact residential parking. The 21-foot standard is been adequate for residential parking, where residents are more familiar with the maneuvering dimensions of their parking lot. However, 21 feet does not appear to be adequate for commercial parking where parking turn-over is high and motorists are less familiar with the parking lot.

Existing	Recommendation
Residential = 21 ft. Commercial = 21 ft.	Residential = 21 ft. Commercial = 23 ft.

Rationale: The proposal would provide adequate maneuvering space based on field tests by City staff and published national standards.

19. Obstructions Next to Parking Spaces

Problem: In cases where the long side of a parking space abuts a wall, fence, post, or similar obstruction, it is difficult to maneuver into and out of the space and difficult for passengers to enter and exit the vehicle due to limited space for opening vehicle doors. The current regulations address this difficulty by requiring the parking space to be two feet wider when the obstruction is on one or both sides of the space and when the space is located perpendicular to the maneuvering aisle. One additional foot is needed to accommodate an opened door on each side. The additional two feet in width is appropriate when obstructions are on both sides of the space. However, two additional feet is not needed when the obstruction is only on one side. In addition, extra width is necessary for vehicle doors in all cases, not just for spaces located perpendicular to the maneuvering aisle.

Existing	Recommendation
<p>Two feet additional perpendicular parking space width required if there is an obstruction on one side or two sides.</p>	<ul style="list-style-type: none"> • One foot additional parking space width required if there is an obstruction on one side and two feet if there is an obstruction on two sides. • Additional width would apply to all parking spaces.

Rationale: Only one additional foot is needed to accommodate an open door on each side.

ATTACHMENT B

Meeting Notes from Community Meetings 3 and 4

The following are detailed notes from meetings at the West Oakland and Fruitvale Senior Centers on October 23, 2015 and October 29, 2015, respectively. Underline = Feedback from the West Oakland Senior Center Meeting on No underline = Fruitvale feedback.

Key Discussion Points (*City responses in italics*)

**Note – because responses have been grouped by topic, differing opinions by separate speakers are sometimes grouped*

- **Right-sized parking**
 - Important to respect a variety of different needs, preferences, and transportation choices
 - Goal should be a right-sized parking policy that creates not too much and not too little
 - Element of equity—some don't own cars or drive, so they should not have to pay costs of parking
 - i. *Many things that citizens pay for that benefit others and not themselves, like schools*
 - ii. *In this case, parking doesn't benefit all and has negative effects too, unlike school funding*
 - City should just let developers build the number they prefer, instead of requiring a minimum
 - People can complain about lack of parking to City, but no mechanism to complain about excess parking
 - City is trying to pick the right ratios, but this is very difficult and will last years, though parking needs and transportation patterns are shifting so rapidly with new technology and demographic shifts
 - Let developers do the work of estimating appropriate parking for each project; they have a greater incentive to get it right and the tools to do so, and if they continue to get it wrong, they're out of business; if the City gets the ratios wrong, they are implemented in the City for decades
- **Spillover effects & On-Street parking**
 - Many neighborhoods already experience spillover onto streets from those like CCA not providing enough parking and encouraging their drivers to park on streets
 - With possibility of AirBnb coming in unregulated, must consider impacts this will have on parking
 - i. *Debate about impacts of AirBnb should be tabled for a separate meeting*
 - Berkeley has policy to restrict residential parking permits distributed to only to those residing in neighborhood to ensure a new development does not encourages residents to park on streets
 - Double parking is already a big problem in places—what is the City doing to address this?
 - How will on-street and off-street parking issues be coordinated?
 - Some neighborhoods don't want overregulation with permit parking throughout the City
 - Residential Permit Parking needs to be better managed as too many are being distributed
 - Some RPP is being abused and given to commercial users or store merchants
 - Because some areas of the City were built before cars, these have limited space and need street parking
 - Spillover parking issues can be managed through better handling of residential parking permits
 - Existing residents should get R.P.P. that tenants of new buildings cannot, and developer can create the amount of parking they decide makes the most sense as long as there are no parking requirements – addresses potential of spillover from new development because existing residents get permits
 - We need more R.P.P. created through nexus studies – permits should cost only enough to administer and enforce the program
 - i. *Residential Parking Permits are hard to formulate and typically require 100% neighbor approval*
 - ii. *Change the policy then so that these can be approved by a majority, not 100% consensus*
- **Best Practices**
 - Look to European cities where there are more bikes than cars and rapid & frequent transit

- As a parallel, Seattle reduced its minimums, and studies show same parking amount still built
- City needs to do more investigation as to best practices in other cities to push farther
- Other cities around Oakland are doing much more to reduce parking; these policies don't do enough
- Why can't Oakland be more like Berkeley or SF in having progressive parking policies?
- Shoup recommends removing minimums entirely and having on-street management, not picking certain percentage reductions while still requiring a baseline of mandatory parking
- **Project funding**
 - If some projects are hard to fund because they don't have enough parking, is San Francisco experiencing this too, where there are lower parking requirements and in some cases maximums?
 - i. *SF is a very different case because developers can charge much higher rents*
 - Developer in audience created a rental housing complex in Berkeley with no parking and got financing
 - Eliminating parking creation reduces costs for developer by 10-20%
 - i. City should consider incentives for developers making rental units that reduce parking
 - ii. *City's proposal would allow developers including affordable housing to reduce parking amounts*
- **Secondary Units**
 - To relieve housing crisis, Oaklanders should be able to create in-law units more easily
 - i. *City is considering a proposal right now to make secondary units more feasible*
- **Housing & Affordability**
 - Gentrification is leading to higher housing costs and displacing current residents; City needs to remove obstacles to creating more housing and affordable options, such as requiring more excess parking
 - There need to be more places for sleeping, not more spaces for parking cars
 - Parking is expensive and drives up housing costs, and parking requirements lead to overbuilt structures where half the spaces are unused
- **Seniors**
 - Seniors need cars to get around so their parking should not be taken away
 - Parking is important at senior housing complexes, for guests of seniors as well as residents
 - Parking at senior housing may be reduced for residents but needed for staff who work there
- **Downtown**
 - City needs to address abuse of street parking by City employees; great spaces taken by City vehicles
 - City must consider equity issues for lower income populations and minorities coming to downtown and needing to park, if it will make parking harder to find or more expensive than it currently is
 - i. Transit use for those coming downtown should be encouraged as alternative to driving
 - ii. But transit use is less feasible for those with kids and larger families
 - Will Parking Study extend citywide?
 - i. *Only covers downtown; contact Michael Ford for more information on results*
- **Front yard parking**
 - In many neighborhoods, cars are being parked on front yards on lawns right up to sidewalk, making it difficult to walk as pedestrians and also unpleasant visibly; narrow lots should not get to pave yards
 - i. *There is existing policy in code that requires half of front yard to remain unpaved*
- **Driveway widths**
 - Proposal for 19' seems too wide an amount
 - Cars plus motorcycles can fit within 19' – consider a lower width
- **Elected officials**
 - Who should public reach out to if they want to advocate for more progressive policies?
 - i. *Reach out to Mayor's office, Councilmembers, and CED Committee members*

- **Narrow Lots**
 - Permitting some lots to have lower parking requirements because of narrow widths seems arbitrary; many corridors and buildings on old lots developed at a time when no cars existed—reduce for all
- **Mandatory**
 - All new developments should be required to unbundle and provide free transit passes
 - i. Developer willing to unbundle and provide carshare, but feels transit passes should be partially subsidized (tenant pays small percentage of cost and must buy in)
- **Reductions**
 - Include more areas around transit that can qualify for reductions
 - Reductions should not be capped at 50% but should be allowed to go further if all are implemented
- **Impact fee**
 - Maximum may not be appropriate, but what about a transit impact fee instead? There could be a loose “cap” that if a developer went beyond, a fee would have to be paid
 - i. *One planner is working on a development impact fee right now*
 - ii. *Any transportation fee would have to calculate the impacts of excess parking on City*
 - iii. Impact fee could vary for developments with parking and without, since different impacts
- **Transportation Planning**
 - Parking changes need to accompany an update to our transportation management
 - City needs better leadership and oversight with its overall approach to transportation
 - i. Mayor appointed Transportation Policy Director and is forming a Department of Transportation
 - Matt Nichols has been reached out to many times but given no response
 - Does the City coordinate at all with AC Transit, because this seems to be very relevant?
 - i. *Not enough.*
 - The effort in Oakland should be to shift more people to transit use as downtown gets more dense
- **True cost of parking**
 - Currently those without cars must subsidize driving and parking for those with cars—must end
 - Not fair that those with no car must pay hidden costs while drivers expect to park for free on streets
 - Why can we park a car on public property for free? Can’t put a couch next to a curb, even if we paid
 - Just because it is theoretically less expensive to build housing with less parking, how do we know those savings will be passed along to consumers and not just pocketed by developers?
- **Bicycle Parking & Use**
 - There is a need for more secure bike parking, which would encourage more bicycling
 - City must address issues with bike theft and safety to encourage more bike use
 - How will these changes impact bike parking?
 - Can a bike parking space take the place of a car space? For secondary units this could save space.
 - i. *Bike parking likely can substitute for car parking in some instances but must be researched*
- **Alternative modes**
 - Shuttles and alternative means of transportation should be looked at by the City as options
 - City needs to modernize and embrace new technology like Uber, Lyft, app-based shared transit
 - Why is there not more demand response transit like Uber occurring in the City?
- **Transit coordination**
 - Policy to provide free transit passes should not just be AC Transit but Clipper Cards for BART too
 - City must improve transit and facilitate better connections between different modes like bikes
 - If City had better transit that was safer and more frequent, these changes would be more realistic

- Policies should reflect reality: ½ mile to BART is reasonable expectation to walk, but most will only walk ¼ mile to a bus stop
 - i. Important to consider state policy, which will allow reductions for certain housing types near “Major Transit Stops” as defined by state code, including intersections of frequent bus lines
- **Use changes**
 - Why have any requirements for any kind of use change, regardless of type or history? An old warehouse converted into housing will be difficult to create parking for, but should be allowed without cars
 - The City’s definition of historic, tied to 1965, is arbitrary and will be outdated; why not follow Alameda and proclaim any structure at least 10 years old as requiring no parking additions between use change?
 - Speaker supports flexible parking for historic structures
- **Unbundling**
 - Unbundling should be everywhere in Oakland
 - This seems like a logical proposal; why not do this everywhere instead of limiting it to downtown?
 - Unbundling should be everywhere in Oakland, not just in downtown
- **Shared Parking**
 - Sharing parking among uses and properties is a great idea—do it!
 - If someone has excess parking spaces, can they be rented out to others?
 - i. City is proposing that different land uses can share parking spaces between them
- **AB 744**
 - What effect will this new bill have? Will state law trump some of these City requirements?
 - i. State law will override City regulations in some cases, though mostly policies are aligned.
- **Port Area**
 - What about maritime parking and the rules and policies in Port of Oakland property?
- **Conditional Use Permits**
 - City should not remove CUPs but keep these requirements in place as a form of leverage
- **Maximums**
 - City must do more like other jurisdictions in the Bay; consider maximums
- **Changing City**
 - More development, more density, and more residents having to live on lots means more cars on street
 - Traffic is getting worse and parking is becoming harder to find as it is before these proposed changes
 - As City changes, must adapt to new needs—parking structures should be flexible for converted uses
 - Fewer youth in California are getting licenses, driving, and buying cars, reflecting a shift to less driving and less of a need for parking in the future
- **City’s Proposal**
 - Change will not be easy but it is important to eventually transition people away from cars
 - Speed of these changes proposed is too great for City and it must transition more slowly
 - How will alleys be factored into the City’s new regulations?
 - When can citizens expect changes to be put into effect?
 - i. Should go to City Council sometime in early to mid-2016
 - These changes don’t go far enough; are there progressive planners in the City interested in pushing for more forward-thinking reforms, but conservative neighborhoods are pushing back and refusing?
 - i. There is concern that building more housing with no parking, that will stand for many years to come, will spillover parking needs into neighborhoods already crowded with cars
 - ii. What about equal concern of building structures with excessive parking that will last years?

Chapter 17.116 OFF-STREET PARKING AND LOADING REQUIREMENTS

Sections:

Article I - General Provisions

Article II - Off-Street Parking Requirements

Article III - Off-Street Loading Requirements

Article IV - Standards for Required Parking and Loading Facilities

Article I General Provisions

17.116.010 Title, purpose, and applicability.

17.116.020 Effect on new and existing uses.

17.116.030 More than one activity on a lot.

17.116.040 Determination by Director of City Planning.

17.116.010 Title, purpose, and applicability.

The provisions of this Chapter shall be known as the off-street parking and loading requirements. The purpose of these regulations is to require adequate off-street parking and loading, thereby reducing traffic congestion, allowing more efficient utilization of on-street parking, promoting more efficient loading operations, and reducing the use of public streets for loading purposes. Except as may otherwise be specified in Chapter 17.101E for the D-CE Zones, these requirements shall apply to the indicated activities as specified hereinafter. See Chapter 17.101E Central Estuary District Zones Regulations for parking regulations specific to Boat and Marine Related Sales, Rental, Repair and Servicing for the D-CE Central Estuary District zones.

(Ord. No. 13168, § 5(Exh. A-2), 6-18-2013; Prior planning code § 7500)

17.116.020 Effect on new and existing uses.

(See illustrations I-19a, b.)

- A. New Parking and Loading to Be Provided for New Facilities and Additions to Existing Facilities. Except as otherwise provided in Sections 17.114.030 and Chapter 17.138, new off-street parking and loading as prescribed hereafter shall be provided for activities occupying facilities, or portions thereof, which are constructed, established, wholly reconstructed, or moved onto a new lot after the effective date of the zoning regulations, or of a subsequent rezoning or other amendment thereto establishing or increasing parking or loading requirements for such activities, except to the extent that existing parking or loading exceeds such requirements for any existing facilities. The required amount of new parking and loading shall be based on the cumulative increase in floor area, or other applicable unit of measurement prescribed hereafter, after said effective date; provided, however, that for an activity occupying a facility existing on

said effective date, new parking shall be required for said increase to the extent that the total of such existing facility and the added facilities exceeds any minimum size hereafter prescribed for which any parking is required for such activity.

- B. **New Parking to Be Provided for New Living Units in Existing Facilities.** Except as provided in Section 17.116.110(D)(3) for the conversion of historic buildings in the D-BV and D-LM zones, if any facility, or portion thereof, which is in existence on the effective date of the zoning regulations, or of a subsequent rezoning or other amendment thereto establishing or increasing parking or loading requirements for an activity therein, is altered or changed in occupancy so as to result in an increase in the number of residential living units therein, new off-street parking as prescribed hereafter shall be provided for the added units. However, such new parking need be provided only in the amount by which the requirement prescribed hereafter for the facility after said alteration or change exceeds the requirement prescribed hereafter for the facility as it existed prior to such alteration or change; and such new parking need not be provided to the extent that existing parking exceeds the latter requirement. Other alterations and substitutions or other changes in activities may be made in any facility or portion thereof existing on said date without regard for the parking and loading requirements prescribed hereafter, and new parking and loading shall not be required therefor, except as otherwise provided in subsection A of this section with respect to additions and in subsection C of this section.
- C. **Existing Parking and Loading to Be Maintained.** No existing parking or loading serving any activity shall be reduced in amount or changed in design, location, or maintenance below, or if already less than shall not be reduced further below, the requirements prescribed hereafter for such activity unless equivalent substitute facilities are provided.
- D. **Parking to be Provided for Existing Residential Facilities.** When a conditional use permit is required by Section 17.102.300 for the alteration of, or addition to, an existing Residential Facility in order to create a total of five (5) or more bedrooms in any dwelling unit, the off-street parking requirement of Section 17.102.300C shall apply to the entire facility, including the existing facility and any alteration or addition.

(Ord. No. 13172, § 3(Exh. A), 7-2-2013; Prior planning code § 7501)

17.116.030 More than one activity on a lot.

(See illustrations I-20a, b.) Whenever a single lot contains different activities with the same off-street parking or loading requirement, the overall requirement shall be based on the sum of all such activities, and the minimum size prescribed hereafter for which any parking or loading is required shall be deemed to be exceeded for all such activities if it is exceeded by their sum. Whenever a single lot contains activities with different off-street parking or loading requirements, the overall requirement shall be the sum of the requirements for each such activity calculated separately; provided, however, that the minimum size prescribed hereafter for which any parking is required shall be deemed to be exceeded on said lot for all activities for which the same or a smaller minimum size, expressed in the same unit of measurement, is prescribed, if said minimum size is exceeded by the sum of all such activities on the lot.

(Prior planning code § 7503)

17.116.040 Determination by Director of City Planning.

In the case of activities for which the Director of City Planning is required to prescribe a number of parking spaces or loading berths, he or she shall base his or her determination on the traffic generation of the activities, the amount and frequency of loading operations thereof, the time of operation of the activities, their location, and such other factors as affect the need for off-street parking or loading. Any such determination shall be subject to appeal pursuant to the administrative appeal procedure in Chapter 17.132.

(Prior planning code § 7509)

Article II Off-Street Parking Requirements

17.116.050 Calculation rules.

17.116.060 Off-street parking—Residential Activities.

17.116.070 Off-street parking—Civic Activities.

17.116.080 Off-street parking—Commercial Activities.

17.116.082 Off-street parking in the D-BV Zones—Commercial Activities.

17.116.090 Off-street parking—Industrial Activities.

17.116.100 Off-street parking—Agricultural and Extractive Activities.

17.116.110 Special exemptions to parking requirements.

17.116.050 Calculation rules.

If after calculating the number of required off-street parking spaces a quotient is obtained containing a fraction of one-half or more, an additional space shall be required; if such fraction is less than one-half it may be disregarded. When the parking requirement is based on number of employees, the number of spaces shall be based on the number of working persons typically engaging in the specified activity on the lot during the largest shift of the peak season. When the requirement is based on number of doctors, the number of spaces shall be based on the number of such doctors typically engaging in the activity on the lot during the peak daily period. When the requirement is based on number of seats, each twenty (20) inches of pews or similar facilities shall be counted as one seat.

(Prior planning code § 7510)

17.116.060 Off-street parking—Residential Activities.

A. Permanent and Semi-Transient Residential Activities. Except as otherwise provided in Section 17.44.200, Chapter 17.94, Sections 17.102.300, 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for all Permanent and Semi-Transient Residential Activities when located in the indicated zones and occupying the specified

OAKLAND

facilities and shall be developed and maintained pursuant to the provisions of Article IV of this chapter:

Residential Facility Type	Zone	Requirement
One-Family Dwelling.	RH and RD zones, except when combined with the S-12 zone.	Two (2) spaces for each dwelling unit; however, in the S-11 zone, the requirement shall be one space per bedroom with a minimum of two (2) spaces per dwelling unit and a maximum requirement of four (4) spaces per dwelling unit.
	RM-1, except when combined with the S-12 zone.	One and one-half (1½) spaces for each dwelling unit.
	RM-2 zone	One (1) space for each dwelling unit when lot is less than 4,000 square feet in size and/or 45 feet in width, except when combined with the S-12 zone. One and one-half (1½) spaces for each dwelling unit when lot is 4,000 square feet or more in size and/or 45 feet in width, except when combined with the S-12 zone.
	CBD-P zone (when combined with the S-7 zone), except when combined with the S-12 zone.	No spaces required.
	S-15 zones, except when combined with the S-12 zone.	One-half (½)-space for dwelling unit.
	Any other zone, except when combined with the S-12 zone.	One (1) space for each dwelling unit.
	Any zone combined with the S-12 zone.	See Section 17.94.040
One-Family Dwelling with Secondary Unit.	RH, RD, RM-1, and RM-2 zones, except when combined with the S-12 zone.	One (1) space for the secondary unit unless the lot already contains a total of at least three (3) spaces; however, in the S-11 zone the requirement shall be one (1) space for each bedroom in any secondary unit, up to a maximum requirement of two (2) spaces per secondary unit. See Section 17.103.080
	D-LM zones	No additional space required for secondary unit.
	All other zones, except when combined with the S-12 zone.	One (1) space for the secondary unit unless the lot already contains a total of at least two (2) spaces; however, in the S-11 zone the requirement shall be one (1) space for each bedroom in any secondary unit, up to a maximum requirement of two (2) spaces per secondary unit. See Section 17.103.080

OAKLAND

Residential Facility Type	Zone	Requirement
	Any zone combined with the S-12 zone.	See Section 17.94.040
Two-Family Dwelling. Multifamily Dwelling.	RD-2, RM-1, RM-2 zones, except when combined with the S-12 zone.	One and one-half (1½) spaces for each dwelling unit, except for the RM-2 Zone in the West Oakland District only (defined for the purposes of this Chapter as all areas between Interstate 980 to the east, Interstate 880 to the south and west, and Interstate 580 to the north), where the minimum parking requirement shall be only one (1) space for each dwelling unit.
	CBD-P zone (when combined with the S-7 zone), except when combined with the S-12 zone.	No spaces required.
	S-15 and D-CO zones, except when combined with the S-12 zone.	One-half (½) space for each dwelling unit.
	D-BV-1 and D-BV-2 zones.	One-half (½) space for each dwelling unit. See Section 17.116.110 for further regulations, including but not limited to unbundling of parking and allowances for an in-lieu fee.
	D-BV-3, D-BV-4 and D-LM zones.	Three-quarters (¾) space for each dwelling unit. See Section 17.116.110 for further regulations, including but not limited to unbundling of parking and allowances for an in-lieu fee.
	Any other zone, except when combined with the S-12 zone.	One (1) space for each dwelling unit.
	Any zone combined with the S-12 zone.	See Section 17.94.040
Rooming House.	CBD-P zone (when combined with the S-7 zone).	No spaces required.
	D-BV-1, D-BV-2 and D-LM zones.	One (1) space for each four rooming units.
	Any other zone.	One (1) space for each two rooming units.
Mobile Home.	CBD-P zone (when combined with the S-7 zone).	No spaces required.

OAKLAND

Residential Facility Type	Zone	Requirement
	Any other zone.	One (1) space for each living unit plus one (1) additional space for each four living units.
Bed and Breakfast	D-LM zones	Required parking for a One-Family dwelling in the underlying zone only.
	Any other zone.	One (1) space for each two units plus the required parking for a One-Family dwelling in the underlying zone.

B. Residential Care, Service-Enriched Permanent, Transitional Housing and Emergency Shelter Residential Activities. Except as otherwise provided in Section 17.44.200, Chapter 17.94, Sections 17.102.300, 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for all Residential Care, Service-Enriched Permanent, Transitional Housing, and Emergency Shelter Residential Activities when located in any zone and occupying the specified facilities and/or having the specified number of employees and/or facility vehicles, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter.

Residential Activity	Requirement
Residential Care.	One space for each three employees on site during the shift that has maximum staffing, and one space for each facility vehicle. Where more than three spaces are required for a single housekeeping unit, additional spaces beyond three may be provided in tandem.
Service-Enriched Permanent Housing.	Two spaces for each three dwelling units and one space for each three rooming units, plus one space for each three employees on site during the shift that has maximum staffing, plus one space for each facility vehicle.
Transitional Housing.	One space for each three dwelling units and one space for each four rooming units, plus one space for each three employees on site during the shift that has maximum staffing, plus one space for each facility vehicle.
Emergency Shelter.	One space for each three employees on site during the shift that has maximum staffing, plus one space for each facility vehicle.

(Ord. No. 13172, § 3(Exh. A), 7-2-2013; Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12999, § 4(Exh. A), 3-16-2010; Ord. No. 12971, § 2(Exh. A), 9-22-2009; Ord. No. 12955, § 2(Exh. A), 7-21-2009; Ord. No. 12939, § 4(Exh. A), 6-16-2009; Ord. 12501 § 78, 2003; Ord. 12406 § 4 (part), 2002; Ord. 12376 § 3 (part), 2001; Ord. 12272 § 4 (part), 2000; Ord. 12199 § 8 (part), 2000; Ord. 12138 § 4 (part), 1999; Ord. 11892 § 12, 1996; prior planning code § 7511)

17.116.070 Off-street parking—Civic Activities.

Except as otherwise provided in Sections 17.44.200, 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for the specified Civic Activities when located in the indicated zones and occupying facilities of the specified sizes or having the indicated numbers of employees or doctors, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Civic Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
A. Essential Service. Limited Childcare.	S-15 and D-CO zones.	—	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	—	No spaces required.
B. Community Assembly and Recreational Assembly: playgrounds and playing fields; concessions located in public parks; temporary nonprofit festivals.	CBD-P zone (when combined with the S-7 zone).	—	No spaces required.
	S-15 and D-CO zones.	—	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
Private non-profit clubs and lodges.	S-15 and D-CO zones.	—	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	—	No spaces required.
Churches and all other.	CBD-P zone (when combined with the S-7 zone).	—	No spaces required.
	C-45, CBD-P (except when combined with the S-7 zone), CBD-C, CBD-X, D-LM and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 20 seats or for each 150 square feet area where seats are not fixed, in principal meeting rooms.

OAKLAND

Civic Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	CN zones	Total of 75 seats or 750 square feet of floor area where seats are not fixed, in principal meeting rooms.	One (1) space for each 15 seats, or for each 100 square feet of floor area where seats are not fixed, in principal meeting rooms.
	S-15 and D-CO zones.	—	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	Total of 75 seats, or 750 square feet of floor area where seats are not fixed in principal meeting rooms.	One (1) space for each 10 seats, or for each 100 square feet of floor area where seats are not fixed, in principal meeting rooms.
C. Community Education: high schools.	CBD-P, CBD-C, CBD-X, and D-LM zones.	-	No spaces required.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each three employees plus one space for each 10 students of planned capacity.
All others.	CBD-P, CBD-C, CBD-X, and D-LM zones.	-	No spaces required.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each three employees.
D. Nonassembly Cultural Administrative.	CBD-P, CBD-C, CBD-X, and D-LM zones	-	No spaces required.

OAKLAND

Civic Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	C-45, and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,400 square feet of floor area.
	CN zones	3,000 square feet of floor area.	One (1) space for each 900 square feet of floor area.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	3,000 square feet of floor area.	One (1) space for each 600 square feet of floor area.
E. Health Care: hospitals.	CBD-P zone (only when combined with the S-7 zone)	-	No spaces required.
	C-45, CBD-P (only if not combined with the S-7 zone), CBD-C, CBD-X, D-LM and S-2 zones.	No minimum	One (1) space for each staff or regular visiting doctor.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each four beds, plus one space for each four employees other than doctors, plus one space for each staff or regular visiting doctor.
Clinics.	CBD-P zone (only when combined with the S-7 zone)	-	No spaces required.
	C-45, CBD-P (only when not combined with the S-7 zone), CBD-C, CBD-X, and S-2 zones.	No minimum.	One (1) space for each staff or regular visiting doctor.

OAKLAND

Civic Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	S-15, D-CO, and D-LM zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	Three (3) spaces for each staff or regular visiting doctor plus one (1) space for each two other employees.
All other.	CBD-P zone (only when combined with the S-7 zone).	-	No spaces required.
	C-45, CBD-P (only when not combined with the S-7 zone), CBD-C, CBD-X, D-LM and S-2 zones.	No minimum.	One (1) space for each staff or regular visiting doctor.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each six beds, plus one space for each four employees other than doctors, plus one space for each staff or regular visiting doctor.
F. Utility and Vehicular.	CDB-P, CBD-C, CBD-X and D-LM zones.	-	No spaces required.
	C-45, and S-2 zones.	10,000 square feet of floor area.	One (1) space for each vehicle used in connection with the activities.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040

OAKLAND

Civic Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	Any other zone.	3,000 square feet of floor area.	One (1) space for each three employees plus one space for each vehicle used in connection with the activities.
G. Extensive Impact: colleges and universities.	CBD-P, CBD-C, CBD-X, and D-LM zones.	-	No spaces required.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each three employees plus one space for each six students of planned capacity.
All other.	CBD-P zone (only when combined with the S-7 zone)	-	No spaces required.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040

(Ord. No. 13172, § 3(Exh. A), 7-2-2013; Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12971, § 2(Exh. A), 9-22-2009; Ord. No. 12955, § 2(Exh. A), 7-21-2009; Ord. No. 12939, § 4(Exh. A), 6-16-2009; Ord. 12138 § 4 (part), 1999; Ord. 11892 § 13, 1996; prior planning code § 7512)

17.116.080 Off-street parking—Commercial Activities.

Except as otherwise provided in Sections 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for the specified Commercial Activities when located in the indicated zones and occupying facilities of the specified sizes, or having the indicated numbers of

OAKLAND

employees, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter. (See illustration I-18.)

Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
A. General Food Sales. Full Service Restaurant. Limited Service Restaurant and Cafe. Convenience Market.	C-55, CBD-P, CBD-C, CBD-X, D-LM, D-CO, and S-15 zones.	—	No spaces required.
Alcoholic Beverage Sales.	C-45, C-51, S-2.	3,000 square feet of floor area.	One space for each 450 square feet of floor area.
	C-5, C-10, C-28, C-31, C-35.	3,000 square feet of floor area.	One space for each 300 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	3,000 square feet.	One space for each 200 square feet of floor area.
B. Mechanical or Electronic Games. Medical Service.	CBD-P, CBD-C, CBD-X, D-LM, D-CO, and S-15 zones.	—	No spaces required
General Retail Sales, except when sales are primarily of bulky merchandise such as furniture or large appliances.	C-45 and S-2 zones.	1,000 square feet of floor area.	One (1) space for each 900 square feet of floor area.
	CN zones.	3,000 square feet of floor area.	One (1) space for each 600 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
Consumer Service. Consumer Cleaning and Repair Service, except when services consist primarily of repair or cleaning of large items such as furniture or carpets. General Wholesale Sales, whenever 50 percent or more of all sales on the lot are at retail. Undertaking Service.	Any other zone.	3,000 square feet of floor area.	One (1) space for each 400 square feet of floor area.

OAKLAND

Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
C. Consultative and Financial Service. Administrative. Business, Communication and Media Service. Broadcasting and Recording Services. Research Service.	CBD-P, CBD-C, CBD-X, D-LM, D-CO, and S-15 zones.	—	No spaces required.
	C-45 and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,400 square feet of floor area.
	CN zones.	3,000 square feet of floor area.	One (1) space for each 900 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	3,000 square feet of floor area.	One (1) space for each 600 square feet of floor area.
D. General Wholesale Sales, whenever less than 50 percent of all sales on the lot are at retail. Building Material Sales. Automotive Sales and Service. Automobile and Other Light Vehicle Sales and Rental.	S-15 and D-CO-1 zones.	—	No spaces required.
	D-CO-2, D-CO-3, D-CO-4, D-CO-5, and D-CO-6 zones.	10,000 square feet of floor area.	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	C-45, CBD-P, CBD-C, CBD-X, D-LM and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area, or for each three (3) employees, whichever requires fewer spaces.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	5,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area, or for each three (3) employees, whichever requires fewer spaces.
E. Group Assembly. Personal Instruction and Improvement Services.	CBD-P, CBD-C, CBD-X, D-LM, D-CO-1, and S-15 zones.	—	No spaces required.
	D-CO-2, D-CO-3, D-CO-4, D-CO-5, and D-CO-6 zones.	10,000 square feet of floor area.	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040

OAKLAND

Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	C-45 and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 16 seats in indoor places of assembly with fixed seats, plus one space for each 160 square feet of floor area in indoor places of assembly without fixed seats, plus a number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.116.040, for outdoor assembly area.
	CN zones.	Total of 75 seats in indoor places of assembly with fixed seats, or 750 square feet of floor area in dance halls or other indoor places of assembly without fixed seats, or 5,000 square feet of outdoor assembly areas.	One (1) space for each eight seats in indoor places of assembly with fixed seats, plus one (1) space for each 80 square feet of floor area in indoor places of assembly without fixed seats, plus a number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.116.040, for outdoor assembly areas.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	Total of 75 seats in indoor places of assembly with fixed seats, or 750 square feet of floor area in dance halls or other indoor places of assembly without fixed seats, or 5,000 square feet of outdoor assembly areas.	One (1) space for each eight seats in indoor places of assembly with fixed seats, plus one space for each 80 feet of floor area in indoor places of assembly without fixed seats, plus a number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.116.040, for outdoor assembly areas.
F. Transient Habitation.	CBD-P (only when combined with the S-7 zone), D-LM, D-CO-1, and S-15 zones.	—	No spaces required.
	D-CO-2, D-CO-3, D-CO-4, D-CO-5, and D-CO-6 zones.	No minimum.	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040

OAKLAND

Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	CBD-P, CBD-C, CBD-X, and D-BV zones.	No minimum.	One (1) space for each unit in a motel and one (1) space for each two units in a hotel.
	Any other zone.	No minimum.	One (1) space for each unit in a motel and three (3) spaces for each four units in a hotel.
G. General Retail Sales, whenever sales are primarily of bulky merchandise such as furniture or large appliances.	CBD-P, CBD-C, CBD-X, D-LM, D-CO, and S-15 zones.	—	No spaces required.
	C-45 and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area.
Consumer Cleaning and Repair Service, whenever services consist primarily of repair or cleaning of large items such as furniture or carpets.	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	5,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area.
Animal care and Animal boarding.			
H. Automobile and Other Light Vehicle Gas Station and Servicing.	CBD-P, CBD-C, CBD-X, D-LM, D-CO, and S-15 zones.	—	No spaces required.
Automotive and Other Light Vehicle Repair and Cleaning.	C-45 and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area.
Automotive Fee Parking.	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	No minimum.	One (1) space for each 1,000 square feet of floor area.
I. Transport and Warehousing.	CBD-P, CBD-C, CBD-X, D-CO, and D-LM zones.	—	No spaces required.
Taxi and Light Fleet-based Service.	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	10,000 square feet of floor area and outdoor storage, processing, or sales area.	One (1) space for each three employees.

OAKLAND

Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
J. Scrap Operation.	CBD-P, CBD-C, CBD-X, D-CO, and D-LM zones.	—	No spaces required.
	D-BV zones. Any other zone.	See Section 17.116.082. 10,000 square feet of floor area and outdoor storage, processing or sales area.	See Section 17.116.082. One (1) space for each 2,000 square feet of floor area, or for each three employees, whichever requires more spaces; provided that in the case of Scrap Operation Commercial Activities whenever storage and sale, from the premises, or dismantling or other processing of used or waste materials which are not intended for reuse and their original form, when the foregoing are not a part of a manufacturing operation, occupy less than 50 percent (50%) of the floor and open area of the firm on a single lot, the parking requirement shall be as prescribed for the other activities engaged in by the same firm on the same lot.
K. Fast-Food Restaurant.	CBD-P, CBD-C, CBD-X, D-LM, D-CO, and S-15 zones.	—	No spaces required.
	C-45 zone.	10,000 square feet of floor area.	One (1) space for each 450 square feet of floor area.
	CN and S-2 zones.	2,000 square feet of floor area.	One (1) space for each 300 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	3,000 square feet of floor area.	One (1) space for each 200 square feet of floor area.

(Ord. No. 13090, § 4(Exh. A), 10-4-2011; Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12999, § 4(Exh. A), 3-16-2010; Ord. No. 12971, § 2(Exh. A), 9-22-2009; Ord. No. 12955, § 2(Exh. A), 7-21-2009; Ord. No. 12939, § 4(Exh. A), 6-16-2009; Ord. 12289 § 4 (part), 2000; Ord. 11892 § 14, 1996; prior planning code § 7513)

17.116.082 Off-street parking in the D-BV Zones—Commercial Activities

Except as otherwise provided in Sections 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for Commercial Activities when located in the D-BV zones and occupying facilities of the specified sizes. The required parking spaces shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Location of Commercial Activity	Minimum Total Size for Which Parking Required	Requirement
A. Commercial Activities on the ground floor, except for Transient Habitation (see Table 17.116.080).	10,000 square feet of floor area.	One (1) space for each 500 square feet of floor area.
B. Commercial Activities not on the ground floor, except for Transient Habitation (see Table 17.116.080).	10,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area.

17.116.090 Off-street parking—Industrial Activities.

Except as otherwise provided in Sections 17.101.090, 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.040, the following amounts of off-street parking are required for all Industrial Activities when located in the indicated zones and occupying facilities of the specified sizes or having the indicated number of employees, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Zone	Minimum Total Size for Which Parking Required	Requirement
CBD-P, CBD-C, CBD-X, D-CO, and S-15 zones.	—	No spaces required.
Any other zone.	10,000 square feet of floor area.	One (1) space for each 1,500 square feet of floor area or for each three (3) employees, whichever requires more spaces.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12971, § 2(Exh. A), 9-22-2009; Ord. No. 12955, § 2(Exh. A), 7-21-2009; Ord. 12899 § 4, Exh. A (part), 2008; Ord. 12289 § 4 (part), 2000; Ord. 11892 § 15, 1996; prior planning code § 7514)

17.116.100 Off-street parking—Agricultural and Extractive Activities.

Except as otherwise provided in Sections 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-

street parking are required for all Agricultural and Extractive Activities when located in the indicated zones and occupying facilities of the specified sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Zone	Minimum Total Size for Which Parking Required	Requirement
CBD-P, CBD-C, CBD-X, D-CO, and D-LM zones.	-	No spaces required.
C-45 and S-2 zones.	10,000 square feet of floor area and outdoor sales or display area.	One (1) space for each 1,000 square feet of floor area and outdoor sales or display area.
Any other zone.	5,000 square feet of floor area and outdoor sales or display area.	One (1) space for each 1,000 square feet of floor area and outdoor sales or display area.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12971, § 2(Exh. A), 9-22-2009; Ord. No. 12955, § 2(Exh. A), 7-21-2009; prior planning code § 7515)

17.116.110 Special exemptions to parking requirements.

The provisions of this section shall apply to all activities in all zones except Residential Activities occupying One-Family, Two-Family or Multifamily Residential Facilities located within the S-12 residential parking combining zone, where the provisions of Section 17.94.040 shall apply.

- A. Discretionary Reduction for Senior Citizen Housing and Dormitories. In senior citizen housing where living units are regularly occupied by not more than two individuals at least one of whom is sixty (60) years of age or older or is physically handicapped regardless of age, or in a dormitory, fraternity, or similar facility, the number of parking spaces prescribed in Section 17.116.060 may be reduced by not to exceed seventy-five percent (75%) upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134 and upon determination that the proposal conforms to the use permit criteria set forth in subsections A or B, and C of this section:
 1. In the case of senior citizen housing where living units are regularly occupied by not more than two individuals at least one of whom is sixty (60) years of age or older or is physically handicapped regardless of age, that such occupancy is guaranteed, for a period of not less than fifty (50) years, by appropriate conditions incorporated into the permit;
 2. In the case of a dormitory, fraternity, or similar facility, that the occupants are prevented from operating a motor vehicle because they are not of driving age or by other special restriction, which limitation of occupancy by nonqualifying drivers is assured by appropriate conditions incorporated into the permit;
 3. That due to the special conditions referred to above, and considering the availability, if any, of public transportation within convenient walking distance, the reduced amount of parking will be adequate for the activities served, and that the

reduction will not contribute to traffic congestion or impair the efficiency of on-street parking.

- B. Discretionary Reduction of Total Requirements with Shared Parking Area. For a joint off-street parking area which serves two or more nonresidential activities in any zone, or Residential Activities in the CN, C-45, -or CBD zones, and which meets the conditions set forth in Section 17.116.180, the total parking requirement for the sharing activities may be reduced by not to exceed fifty percent (50%) upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134 and upon determination that the typical utilization of the parking area would be staggered to such an extent that the reduced number of spaces would be adequate to serve all such activities.
- C. Discretionary Waiver or Reduction in Districts Providing Common Parking Areas. The off-street parking requirements specified above for nonresidential activities in any zone, or for Residential Activities in the CN, C-45, or CBD zones, may be waived or reduced by the Director of City Planning when said activities are located within a municipal parking district or assessment district the function of which is to provide off-street parking, upon a finding that, in consideration of existing or prospective municipal parking facilities, such waiver or reduction would not substantially contribute to traffic congestion or impair the efficiency of on-street parking. Any determination on such waiver or reduction shall be subject to appeal pursuant to the administrative appeal procedure in Chapter 17.132.
- D. Each of the following provisions shall apply in the D-BV and D-LM zones only:
 1. In-Lieu Fee. The parking space requirements of this section for the D-BV and D-LM zones may be reduced or waived upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure) and payment of an in-lieu fee to the City of Oakland. The parking in-lieu fee shall be as set forth in the Master Fee Schedule. Parking in-lieu fees shall be deposited with the City of Oakland prior to issuance of a building permit. A parking in-lieu fee may be refunded, without interest, to the person who made such payment, or his assignee or designee, if additional off-street parking spaces are provided for such building or use by others than the City so as to satisfy the parking requirement for which the in-lieu payment was made. To obtain a refund, the required off-street parking spaces must be in place prior to issuance of a certificate of occupancy and before funds are spent or committed by the City.
 2. Narrow Lots. Lots with a mean width of less than fifty (50) feet and fronting Broadway or 27th Street are not required to provide parking on-site unless alternative driveway access is available from an alternative location, such as a shared access driveway from an adjoining parcel or from an alley.
 3. Conversion of Historic Buildings. No additional parking spaces are required for the conversion of a Nonresidential Facility to a Residential Facility or vice versa if the Nonresidential or Residential Facility is either a Potentially Designated Historic Property (PDHP) or a property listed in the City of Oakland's Local Register of Historical Resources (see Policy 3.8 of Historic Preservation Element of the Oakland General Plan). If the number of existing parking spaces on the lot is less than required, then that number of parking spaces must be preserved with the conversion. If there are more parking spaces on the lot than required, then the number of spaces can be reduced to the minimum required. Parking spaces shall not be further reduced below the requirement unless payment of an in-lieu fee, as set forth in the Master Fee Schedule, to the City of Oakland is provided.

4. Affordable Housing. Parking requirements applicable to affordable housing for moderate, low, and very low income households, (as defined in California Government Code Section 50052.5 and in Oakland Planning Code Section 17.107.020), shall be one-quarter (1/4) spaces per dwelling unit. In Subsection 17.116.110(A) of this chapter, Senior Citizen Housing and Dormitories requirements apply but do not require a Conditional Use Permit and the reduced parking requirement is one-quarter (1/4) spaces per dwelling unit.
5. Unbundled Parking. The following rules shall apply to new Multifamily Dwelling Residential Facilities of ten (10) or more units:
 - a. Off-street parking spaces shall be leased or sold separately from the rental or purchase of dwelling units for the life of the dwelling units, such that potential renters or buyers shall have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space(s).
 - b. Off-street parking spaces serving affordable units as defined in Section 17.107.020 shall be offered to potential buyers and renters at a price proportional to the sale or rental price of the affordable units as compared to the price proportional to comparable market rate units, except when offered to non-residents pursuant to Subsection (c) below.
 - c. Parking spaces shall be offered only to residents of the dwelling units served by the off-street parking, except that any surplus spaces that are not rented or sold may be rented to non-residents with the provision that such spaces must be vacated on 30 days notice if requested by residents to be made available to them.
6. No Variances. Notwithstanding anything to the contrary contained in the Planning Code, variances may not be granted relating to (a) a reduction and/or elimination of any required parking; or (b) a reduction and/or elimination of any parking spaces serving any activity, or if already less than currently required parking, shall not be reduced further below the requirements prescribed for such activity in this Chapter, as the granting of a CUP (see Chapter 17.134 for the CUP procedure) and payment of the in-lieu fee shall be the sole means of reducing or eliminating such parking.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12971, § 2(Exh. A), 9-22-2009; Ord. No. 12955, § 2(Exh. A), 7-21-2009; Ord. 12772 § 1 (part), 2006; prior planning code § 7519)

Article III Off-Street Loading Requirements

17.116.120 Off-street loading—Residential Activities.

17.116.130 Off-street loading—Civic Activities.

17.116.140 Off-street loading—Commercial Activities.

17.116.150 Off-street loading—Industrial Activities.

17.116.160 Off-street loading—Agricultural and Extractive Activities.

17.116.120 Off-street loading—Residential Activities.

Except as otherwise provided in Sections 17.116.020 and 17.116.030, the following amounts of off-street loading are required in all zones for Residential Activities when occupying facilities of the indicated sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Total Floor Area of Facilities Occupied Requirement	Requirement
Less than 50,000 square feet.	No berth required.*
50,000—149,999 square feet.	One (1) berth.*
150,000—299,999 square feet.	Two (2) berths.*
Each additional 300,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*

*Off-street loading is not required in CBD-P zone when combined with the S-7 zone.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12955, § 2(Exh. A), 7-21-2009; prior planning code § 7521)

17.116.130 Off-street loading—Civic Activities.

Except as otherwise provided in Sections 17.116.020 and 17.116.030, the following amounts of off-street loading are required in all zones for the specified Civic Activities when occupying facilities of the indicated sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Civic Activity and Total Floor Area of Facilities Occupied	Requirement
A. Community Assembly Community Education, Nonassembly Cultural, Health Care, or Administrative, occupying the following floor area:	
Less than 50,000 square feet.	No berth required.*
50,000—149,999 square feet.	One (1) berth.*
150,000—299,999 square feet.	Two (2) berths.*
Each additional 100,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*
B. Utility and Vehicular or Extensive Impact.	A number of berths to be prescribed by the Director of City Planning pursuant to Section 17.116.040
C. All other Civic Activities.	No berths required.

*Off-street loading is not required in the CBD-P zone when combined with the S-7 zone.

OAKLAND

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12955, § 2(Exh. A), 7-21-2009; prior planning code § 7522)

17.116.140 Off-street loading—Commercial Activities.

Except as otherwise provided in Sections 17.116.020 and 17.116.030, the following amounts of off-street loading are required in all zones for the specified Commercial Activities when occupying facilities of the indicated sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Commercial Activity and Total Size of Facilities Occupied	Requirement
<p>A. General Food Sales, Full Service Restaurant, Limited Service Restaurant and Cafe, Fast-Food Restaurant, Convenience Market, Alcoholic Beverage Sales, Consumer Service, General Retail Sales, Consumer Cleaning and Repair Service, Group Assembly, Personal Instruction and Improvement and Small Scale Entertainment Business, Communication, and Media Service, Broadcasting and Recording Service, Research Service, General Wholesale Sales, Building Material Sales, Automobile and Other Light Vehicle Sales and Rental, Automobile and Other Light Vehicle Gas Station and Servicing, Automotive and Other Light Vehicle Repair and Cleaning, Transport and Warehousing, Animal Care, or Animal Boarding occupying facilities with the following floor area:</p>	
<p>Less than 10,000 square feet.</p>	<p>No berths required.*</p>
<p>10,000—24,999 square feet.</p>	<p>One (1) berth.*</p>
<p>25,000—49,999 square feet.</p>	<p>Two (2) berths.*</p>
<p>50,000—99,999 square feet.</p>	<p>Three (3) berths.*</p>
<p>Each additional 120,000 square feet or fraction of one-half or more thereof.</p>	<p>One (1) additional berth.*</p>
<p>B. Mechanical or Electronic Games, Medical Service, Consumer Service, Consultative and Financial Service, Administrative, or Transient Habitation, occupying facilities with the following floor area:</p>	
<p>Less than 50,000 square feet.</p>	<p>No berths required.*</p>
<p>50,000—149,999 square feet.</p>	<p>One (1) additional berth.*</p>
<p>150,000—299,999 square feet.</p>	<p>One (1) berth.*</p>
<p>Each additional 300,000 square feet or fraction of one-half or more thereof.</p>	<p>Two (2) berths. One (1) additional berth.*</p>
<p>C. Undertaking Service, occupying facilities with the following floor area:</p>	
<p>Less than 2,500 square feet.</p>	<p>No berths</p>

OAKLAND

Commercial Activity and Total Size of Facilities Occupied	Requirement
	required.*
2,500—24,999 square feet.	One (1) berth.
25,000—49,999 square feet.	Two (2) berths.*
50,000—99,999 square feet.	Three (3) berths.*
Each additional 120,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*
D. Scrap Operation, occupying facilities with the following amounts of floor area and outdoor storage, processing, or sales area:	
Less than 25,000 square feet.	One (1) berth.*
25,000—49,999 square feet.	Two (2) berths.*
50,000—99,999 square feet.	Three (3) berths.*
Each additional 120,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*
E. All other Commercial Activities.	No berths required.*

*Off-street loading is not required in the CBD-P zone when combined with the S-7 zone.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12999, § 4(Exh. A), 3-16-2010; Ord. No. 12955, § 2(Exh. A), 7-21-2009; Ord. No. 12939, § 4(Exh. A), 6-16-2009; prior planning code § 7523)

17.116.150 Off-street loading—Industrial Activities.

Except as otherwise provided in Sections 17.116.020 and 17.116.030, the following amounts of off-street loading are required in all zones for all Industrial Activities when occupying facilities of the indicated sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter. (See illustration I-18.)

Total Floor Area of Facilities Occupied	Requirement
Less than 10,000 square feet.	No berths required.*
10,000—24,999 square feet.	One (1) berth.*
25,000—49,999 square feet.	Two (2) berths.*
50,000—99,999 square feet.	Three (3) berths.*
Each additional 170,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*

*Off-street loading is not required in the CBD-P zone when combined with the S-7 zone.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12955, § 2(Exh. A), 7-21-2009; Ord. No. 12939, § 4(Exh. A), 6-16-2009; Ord. 12899 § 4, Exh. A (part), 2008; prior planning code § 7524)

17.116.160 Off-street loading—Agricultural and Extractive Activities.

Off-street loading is not required in any zone for Agricultural or Extractive Activities.

(Prior planning code § 7525)

Article IV Standards for Required Parking and Loading Facilities

17.116.170 Property on which parking and loading must be provided.

17.116.175 Standards and criteria for accessory parking that serves a prohibited activity.

17.116.180 Conditions for off-street parking or loading.

17.116.190 Utilization of off-street parking and loading facilities.

17.116.200 Parking space dimensions.

17.116.210 Driveways and maneuvering aisles for parking.

17.116.220 Loading berth dimensions.

17.116.230 Driveways and maneuvering aisles for loading.

17.116.240 Tandem spaces and berths.

17.116.250 Maximum backing distance.

17.116.260 Surfacing and grade of parking and loading facilities.

17.116.270 Screening and setback of parking and loading areas.

17.116.280 Control on artificial illumination of parking and loading facilities.

17.116.290 Special requirements applying in some zones.

17.116.300 Parking accommodation requirements for one- and two-family residential facilities.

17.116.170 Property on which parking and loading must be provided.

- A. Parking Spaces and Loading. Off-street parking spaces and loading berths required by the zoning regulations shall be located as set forth below for the specified activities except as otherwise provided in Section 17.116.290B. When a maximum distance from the lot containing the activity served to another lot is prescribed, it shall be measured along a permanently accessible pedestrian route between a lot line of the former lot and the nearest boundary of the offsite parking or loading area.

OAKLAND

Required Facility and Activity it Serves	Zone	Location
Parking spaces for any Residential Activity.	CN, C-45, CBD-R, CBD-P, CBD-C, CBD-X, D-CO, and D-LM zones.	On the same lot as the activity served; or, subject to the provisions of Section 17.116.180, on another lot located within three hundred (300) feet and having at least one owner in common with the former lot.
Industrial	Any other zone.	<p>On the same lot as the activity served, but for One and Two-Family Residential Facilities on any lot with a street-to-setback gradient that exceeds twenty percent (20%), required parking stalls may be permitted to extend into the public right-of-way of an adjoining street subject to the following standards (see illustration I-20c):</p> <ol style="list-style-type: none"> 1. The required parking stalls shall be located perpendicular to and the edge of the curb, pavement, or sidewalk; 2. The parking stalls shall be set back a minimum of five (5) feet from the edge of street pavement including any curbs or sidewalks; and 3. The parking stalls extending into the street right-of-way shall not constitute more than fifty percent (50%) of the required residential parking.
Parking spaces for any Industrial Activity; Administrative or Utility and Vehicular Civic Activities; or Administrative, Research Service Commercial Activities.	Any zone.	On the same lot as the activity served; or, subject to the provisions of Section 17.116.180, on another lot located within five hundred (500) feet and having at least one owner in common with the former lot.
Parking spaces for any activity not listed above.	Any zone.	On the same lot as the activity served; or, subject to the provisions of Section 17.116.180, on another lot located within three hundred (300) feet and having at least one owner in common with the former lot.
Loading berths for any activity.	Any zone.	On the same lot as the activity served; or, subject to the provisions of Section 17.116.180, on an abutting lot having at least one owner in common with the former lot, except that a jointly owned off-street loading facility for nonresidential activities in any zone, or for Residential Activities in the D-CO, D-LM, CBD, CN, and C-45 zones, may, upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134, and subject to the provisions of Section 17.116.180, be located on a lot

OAKLAND

Required Facility and Activity it Serves	Zone	Location
		which does not abut all the lots containing the activities served.

- B. Maneuvering Aisles and Driveways. Required maneuvering aisles and driveways shall be located as specified in subsection A of this section for required spaces or berths serving the same activity, except as follows:
 - 1. A required driveway may, subject to the provisions of Section 17.116.180, straddle the lot line of abutting lots in separate ownership if it leads to parking spaces or loading berths on both lots.
 - 2. A required maneuvering aisle or portion thereof may, subject to the provisions of Section 17.116.180, straddle the lot line of abutting lots in separate ownership if there are on both sides of such aisle, or portion thereof, parking spaces or loading berths which are directly opposite each other.
- C. Upon the granting of a conditional use permit pursuant to the conditional use permit procedure, and subject to the provisions of Section 17.102.090 and Section 17.116.180, any required driveway or maneuvering aisle may be located entirely on another lot or lots in separate ownership.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12971, § 2(Exh. A), 9-22-2009; Ord. No. 12955, § 2(Exh. A), 7-21-2009; Ord. 12899 § 4, Exh. A (part), 2008; Ord. 12406 § 4 (part), 2002; Ord. 12376 § 3 (part), 2001; Ord. 11892 § 16, 1996; prior planning code § 7535)

17.116.175 Standards and criteria for accessory parking that serves a prohibited activity.

The following regulations shall apply to parking serving principal activities which are not themselves permitted, wherever such parking is listed in the applicable individual zone regulations as permitted or conditionally permitted. Approval of a permit for such accessory parking is subject to the conditions set forth in this Section:

- A. General Conditions. In all zones, such parking facilities shall be used for accessory parking only, with no sales, dead storage, repair work, dismantling, or servicing of any kind.
- B. Conditions in Residential Zones. In all residential zones:
 - 1. Such parking shall not in any case be located farther than one hundred fifty (150) feet, excluding the width of any intervening street, from the nearest boundary of any nonresidential zone, as measured perpendicularly from said boundary at any point; and
 - 2. Such parking shall not be so located as to extend along any one side of any street farther into any residential zone than any residentially zoned lot which is in separate ownership and which has frontage on the same side of the same street as said parking, other than a lot developed only for parking; and
 - 3. Such parking facilities shall be open only; and

4. All Signs serving such parking shall be subject to the limitations set forth in Subsection 17.104.010.G.3.

(Ord. No. 13172, § 3(Exh. A), 7-2-2013)

17.116.180 Conditions for off-street parking or loading.

Whenever, pursuant to Section 17.116.170, any required off-street parking or loading facilities are located on a lot other than the lot containing the activity served, the owner or owners of both lots shall prepare and execute to the satisfaction of the City Attorney, and file with the Alameda County Recorder, an agreement guaranteeing that such facilities will be maintained and reserved for the activity served, for the duration of said activity.

(Prior planning code § 7536)

17.116.190 Utilization of off-street parking and loading facilities.

Facilities which are intended to meet the off-street parking and loading requirements of the zoning regulations shall be made permanently available to, and maintained so as to permit utilization by, the residents, shoppers, employees, or other participants in, or the loading operations of, the activity or activities served, except as otherwise provided in Section 17.116.290B. No area may be utilized and counted both as a required parking space and a required loading berth. However, maneuvering aisles and driveways may serve both required parking spaces and loading berths if they meet the requirements specified hereafter for both parking and loading facilities.

(Ord. 11892 § 17, 1996; prior planning code § 7538)

17.116.200 Parking space dimensions.

(See illustration I-21.) The provisions of this section shall apply to all activities in all zones except Residential Activities occupying One-Family, Two-Family, or Multifamily Residential Facilities located within the S-12 residential parking combining zone, where the provisions of Section 17.94.060 shall apply. All required parking spaces shall have the minimum dimensions set forth below and shall be provided, where necessary, with driveways and maneuvering aisles as set forth in Section 17.116.210. Compact and intermediate parking spaces shall count toward the off-street parking requirements only if located on a lot containing a total of three or more required spaces. On such a lot, up to fifty percent (50%) of the required parking spaces may be compact spaces, provided that at least fifty percent (50%) of the required spaces are regular and/or handicapped spaces. Alternatively, when five or more parking spaces are required, up to seventy-five percent (75%) of the required spaces may be intermediate spaces, provided that if any required spaces are compact spaces, an equal or greater number of the required spaces shall be regular and/or handicapped spaces.

- A. Regular Parking Spaces. A regular parking space shall be not less than eighteen (18) feet long and eight and one-half feet (8½) wide for all parking patterns except parallel parking. However, where one or both of the long sides of a regular parking space which is at an angle of ninety (90) degrees or less, but more than sixty (60) degrees, to a maneuvering aisle abuts a wall or other, similar obstruction, the width specified above shall be increased by two (2) feet. (See subsection D for exceptions to this two (2) foot requirement). For parallel parking, a regular parking space shall be not less than twenty-two (22) feet long and eight (8) feet wide.

- B. Intermediate Parking Spaces. An intermediate parking space shall be not less than sixteen and one-half (16½) feet long and eight (8) feet wide for all parking patterns except parallel parking. However, where one or both of the long sides of a regular parking space which is at an angle of ninety (90) degrees or less, but more than sixty (60) degrees, to a maneuvering aisle abuts a wall or other, similar obstruction, the width specified above shall be increased by two (2) feet. See subsection D for exceptions to this two (2) foot requirement. For parallel parking, an intermediate parking space shall be not less than twenty and one-half (20½) feet long and seven and one-half (7½) feet wide.
- C. Compact Parking Spaces. A compact parking space shall be not less than fifteen (15) feet long and seven and one-half (7½) feet wide for all parking patterns except parallel parking. However, where one or both of the long sides of a compact parking space which is at an angle of ninety (90) degrees or less, but more than sixty (60) degrees, to a maneuvering aisle abuts a wall or other, similar obstruction, the width specified above shall be increased by two (2) feet. (See subsection D for exceptions to this two (2) foot requirement). For parallel parking, a compact parking space shall be not less than nineteen (19) feet long and seven (7) feet wide.
- D. Posts and Other Obstructions. Posts and other similar structural members may be located immediately adjacent to a required parking space, provided that:
1. Such required parking space is a regular space or, if the City Traffic Engineer determines that sufficient maneuvering area is present, an intermediate or compact space; and
 2. Such post or other similar structural member is located at least three (3) feet but not more than five (5) feet from the maneuvering aisle or located not more than four (4) feet from the end of the parking space opposite the maneuvering aisle; and
 3. Such post or other similar structural member does not impede pedestrian access to vehicle parking in the space; and
 4. Such posts and other similar structural members shall be located on one side only of a required parking space.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. 12376 § 3 (part), 2001: prior planning code § 7539)

17.116.210 Driveways and maneuvering aisles for parking.

Where necessary, maneuvering aisles and driveways shall be provided of such design and arrangement as to provide adequate ingress to and egress from all required parking spaces. (See also Sections 17.94.070, 17.94.080, 17.116.240, 17.116.250, and 17.116.260.) Except within the S-12 residential parking combining zone, where the provisions of Section 17.94.080 shall apply, and for shared access facilities, where the provisions of Section 17.102.090 shall apply, an onsite driveway serving any required off-street parking area shall have a minimum width of nine feet. Driveways serving Residential Facilities with one or two living units on one lot shall be not more than nineteen (19) feet in width with a curb cut no more than nineteen (19) feet in width, and shall be limited to one driveway and one driveway curb cut per lot frontage. Driveways serving one lot or serving any of several adjacent lots under the same ownership shall be separated edge-to-edge by at least twenty-five (25) feet; where curbs exist, the separation shall be by at least twenty-five (25) feet of full vertical curb. Driveways serving

adjacent lots under different ownership shall be separated edge-to-edge by at least ten (10) feet; where curbs exist, the separation shall be by at least ten feet of full vertical curb.

- A. Maneuvering Aisle Width. Except for activities occupying One-Family, Two-Family, or Multifamily Residential Facilities located within the S-12 residential parking combining zone, where the provisions of Section 17.94.070 shall apply, maneuvering aisles necessary for access into and out of required parking spaces shall have the following minimum widths, whether serving regular, intermediate, or compact parking spaces:
1. Where parking is parallel: eleven (11) feet;
 2. Where parking is at an angle of forty-five (45) degrees or less: twelve (12) feet;
 3. Where parking is at an angle of sixty (60) degrees or less but more than forty-five (45) degrees: fifteen (15) feet;
 4. Where parking is at an angle of seventy-five (75) degrees or less but more than sixty (60) degrees: eighteen (18) feet;
 5. Where parking is at an angle of ninety (90) degrees or less but more than seventy-five (75) degrees: twenty-one (21) feet.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. 12776 § 3, Exh. A (part), 2006; Ord. 12376 § 3 (part), 2001; prior planning code § 7540)

17.116.220 Loading berth dimensions.

All required loading berths shall have the minimum dimensions set forth below when serving the indicated activities; provided that where one or both of the long sides of a berth which is at an angle of ninety (90) degrees or less, but more than sixty (60) degrees, to a maneuvering aisle abuts a wall or other similar obstruction, each of the widths specified below shall be increased by three (3) feet. However, the minimum height or length of a required berth may in any case be reduced upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134 and upon determination that such smaller dimensions are ample for the size and type of trucks or goods which foreseeably will be involved in the loading operations of the activity served.

- A. For all Industrial Activities and for General Wholesale Sales, Building Material Sales, Automobile and Other Light Vehicle Sales and Rental, Automobile and Other Light Vehicle Gas Station and Servicing, forty-five (45) feet long, twelve (12) feet wide, and fourteen (14) feet high;
- B. For Undertaking Service Commercial Activities: twenty-five (25) feet long, ten (10) feet wide, and eight (8) feet high;
- C. For all other activities for which loading facilities are required: thirty-three (33) feet long, twelve (12) feet wide, and fourteen (14) feet high.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. No. 12999, § 4(Exh. A), 3-16-2010; Ord. No. 12939, § 4(Exh. A), 6-16-2009; Ord. 12899 § 4, Exh. A (part), 2008; prior planning code § 7541)

17.116.230 Driveways and maneuvering aisles for loading.

Where necessary, maneuvering aisles and driveways shall be provided of such design and arrangement as to allow efficient utilization of all required loading berths by motor vehicles of

the types typically employed by the activities served. (See also Sections 17.116.240, 17.116.250, and 17.116.260.)

(Prior planning code § 7542)

17.116.240 Tandem spaces and berths.

(See illustration I-21.) A vehicle shall not have to cross another loading berth, or a parking space, in order to gain access to any required loading berth. On any lot containing three (3) or more required off-street parking spaces, or containing required spaces for two (2) or more residential living units, a vehicle shall not have to cross another parking space, or a loading berth, in order to gain access to a required parking space, except that:

- A. In the S-11 zone, with the provision of three (3) or more required parking spaces for a given dwelling unit, at least fifty percent (50%) of the vehicles shall not have to cross another parking space in order to gain access to a required parking space.
- B. In the S-12 zone, tandem parking may be permitted for One-Family Dwelling, One-Family Dwelling with Secondary Unit, Two-Family Dwelling, and Multi-family Dwelling Residential Facilities under the provisions of Section 17.94.060
- C. In the RH, RD, RM-1, and RM-2 zones, except in the West Oakland Specific Plan Area as indicated in Subsection D or when combined with the S-11 or S-12 zones, tandem parking may be permitted for one of the required spaces on a lot containing a One-Family Dwelling with Secondary Unit Residential Facility if the floor area of the Secondary Unit does not exceed five hundred (500) square feet.
- D. In the West Oakland Specific Plan Area, tandem parking may be permitted for one of the required spaces on a lot containing a One-Family Dwelling with Secondary Unit Residential Facility if the floor area of the Secondary Unit does not exceed the maximum allowed in Section 17.103.080.
- E. In any zone, tandem parking may be permitted for nonresidential activities upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134 and upon determination that such proposal conforms to either or both of the following use permit criteria:
 1. That a full-time parking attendant supervises the parking arrangements at all times when the activities served are in active operation;
 2. That there are a total of ten (10) or fewer parking spaces on a lot, or within a separate parking area or areas on a lot, which spaces are provided solely for employees.
- F. Tandem parking spaces may be provided for Residential Care Residential Activities pursuant to the provisions of Section 17.116.060B.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. 12776 § 3, Exh. A (part), 2006; Ord. 12501 § 79, 2003; Ord. 12199 § 8 (part), 2000; Ord. 12138 § 4 (part), 1999; prior planning code § 7543)

17.116.250 Maximum backing distance.

All required off-street parking facilities which are located on any lot containing three or more required parking spaces or containing required spaces for two or more Residential living units,

and all required off-street loading facilities on any lot, shall be so designed and located that a vehicle need not back up from any such required parking space or loading berth for a distance greater than one hundred (100) feet in order to reach a street. The one hundred (100) feet shall be measured from the back of the furthest required parking space to the back of the sidewalk or, if there is no sidewalk, to the edge of pavement or face of curb, whichever is applicable.

(Ord. 12376 § 3 (part), 2001; prior planning code § 7544)

17.116.260 Surfacing and grade of parking and loading facilities.

- A. Slopes. The maximum slope of any required maneuvering aisle, parking space, or loading berth shall be ten percent (10%). The maximum slope of any required driveway shall be twenty-five percent (25%). For all driveways, extending from streets without curbs, gutters or sidewalks, the first five (5) feet of the driveway shall be level with the edge of the pavement. For driveways less than fifteen (15) feet in length, the maximum slope for other than the first five (5) feet shall be ten percent (10%). For driveways fifteen (15) feet or more in length but less than twenty-five (25) feet, the maximum slope for the first ten (10) feet of driveway beyond the level portion shall be ten percent (10%) and the maximum slope of the remainder shall be fifteen percent (15%). For driveways twenty-five (25) feet or more in length, the maximum slope for the first ten (10) feet of driveway beyond the level portion shall be ten percent (10%), the maximum slope for the final ten (10) feet shall be fifteen percent (15%), and the maximum slope for the portion between shall be twenty-five percent (25%). For downslope driveways leading to garages, the final two (2) feet shall be level or upslope not exceeding five percent (5%).
- B. Surfacing. All required parking and loading facilities shall have a durable, dustless, all-weather surface; shall have satisfactory disposal of surface waters by grading and drainage; and shall be permanently maintained in good condition. All driveways with a slope of twenty percent (20%) or more shall have a serrated concrete surface or other surface providing a similar level of traction.
- C. Design for Runoff. All required off-street parking facilities located on any lot containing three (3) or more required spaces, and all required off-street loading facilities on any lot, shall be so designed that surface water will not drain over any sidewalk.
- D. For all other activities for which loading facilities are required: thirty-three (33) feet long, twelve (12) feet wide, and fourteen (14) feet high.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. 12406 § 4 (part), 2002; Ord. 12376 § 3 (part), 2001; prior planning code § 7546)

17.116.270 Screening and setback of parking and loading areas.

- A. Residential or S-1, S-2, S-3 or OS Zone. In all residential zones and in the S-1, S-2, S-3 and OS zones, all open off-street parking areas on any lot containing three (3) or more spaces, and all open off-street loading areas on any lot, shall be screened from abutting lots, except where a maneuvering aisle is shared with the abutting lot in the manner described in Section 17.116.170(B)(2), by dense landscaping not less than five and one-half (5½) feet high and not less than three (3) feet wide or by a solid lumber or masonry fence or wall not less than five and one-half (5½) feet high, subject to the standards for required landscaping and screening in Chapter 17.124 and the exceptions stated in said chapter. All such areas shall be screened from all abutting streets, alleys, and paths, and private streets and other ways described in Section 17.106.020, by dense landscaping not

less than three and one-half (3½) feet high and not less than three (3) feet wide or by a solid or grille, lumber or masonry fence or wall not less than three and one-half (3½) feet high, subject to the standards for required landscaping and screening and the exceptions stated therein. No unroofed parking space or loading berth on such lots shall be located within five (5) feet from any street line or alley, except as allowed by Section 17.116.170

- B. Commercial or Industrial Zone. (See illustration I-17). Off-street parking and loading facilities shall be screened, and restricted in their location on a lot, when and as prescribed in Sections 17.110.030 and 17.110.040 of the buffering regulations or in the applicable individual zone regulations or development control maps.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. 12376 § 3 (part), 2001; Ord. 12078 § 5 (part), 1998; prior planning code § 7547)

17.116.280 Control on artificial illumination of parking and loading facilities.

In all residential zones and in the S-1, S-2, S-3 and OS zones, artificial illumination of all off-street parking areas located on any lot containing three (3) or more parking spaces and all off-street loading areas on any lot, and of driveways related thereto, shall be nonflashing and shall be directed away from all abutting lots and from any on-site residential living units so as to eliminate objectionable glare. In commercial and industrial zones, artificial illumination of off-street parking and loading facilities shall be controlled when and as specified in Section 17.110.030 of the buffering regulations.

(Ord. 12078 § 5 (part), 1998; prior planning code § 7548)

17.116.290 Special requirements applying in some zones.

- A. Whenever required off-street parking or loading facilities are located where the applicable individual zone regulations or development control maps require a conditional use permit for parking or loading or prescribe other special controls thereon, such regulations shall be complied with in addition to the standards prescribed above for required parking and loading.
- B. In the S-15 and D-CO-1 zones:
1. Location of Parking. All off-street parking may be provided anywhere on the lot, or on a separate lot which is not in common ownership with the subject lot, provided that a long-term lease agreement or comparable binding agreement is provided, pursuant to Section 17.116.180.
 2. Parking Serving Nonresidential Uses. Off-street parking serving nonresidential uses may only be permitted upon the granting of a conditional use permit pursuant to the conditional use permit procedures in Chapter 17.134.
 3. Ground Floor Parking and Loading. Off-street parking, loading, and driveway located within twenty (20) feet from all pedestrian walkways and plazas may only be permitted upon the granting of a conditional use permit pursuant to the conditional use permit procedures in Chapter 17.134 and Section 17.100.100.
 4. Provisions for Shared Parking. Off-street parking may be shared amongst daytime activities between the hours of business operation and between the hours of nighttime activities. The number of required parking spaces for daytime use may be transferable

- to required parking or nighttime use, provided that a long-term lease agreement or comparable binding agreement is provided, pursuant to Section 17.116.180.
5. Exceptions to Parking Requirement. The number of parking spaces provided may exceed the number required upon the granting of a conditional use permit pursuant to Section 17.100.100 and the conditional use permit procedure in Chapter 17.134.
- C. In the RU-4, RU-5, CN, CC, CR, CBD, D-CO-1, or S-15 zones, the required number of parking spaces may be reduced by up to fifty percent (50%) upon the granting of a conditional use permit (see Chapter 17.134). The conditional use permit may be granted only upon determination that the proposal conforms to the general use permit criteria set forth in the conditional use permit procedure in Chapter 17.134 and the following criterion: The Planning Director has determined that there will not be a significant parking impact on the surrounding neighborhood through a combination of a parking demand management plan, transit availability, and other factors.

(Ord. No. 13172, § 3(Exh. A), 7-2-2013; Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. 11892 § 18, 1996; prior planning code § 7549)

17.116.300 Parking accommodation requirements for one- and two-family residential facilities.

The provisions of this section apply to lots containing One-Family Dwelling Residential Facilities, One-Family Dwelling Residential Facilities with Secondary Unit Residential Facilities, and Two-Family Dwelling Residential Facilities. Exceptions to the provisions of this section may be approved pursuant to the regular design review procedure in Chapter 17.136.

- A. Required Garage, Carport or Uncovered Parking Location to the Side or Rear of a Residence in Certain Cases. Garages, carports or any uncovered required parking spaces shall be located to the rear or side of any primary Residential Facility and at a minimum of twenty-five (25) feet from the front lot line if:
 1. At least sixty percent (60%) of the buildings in the immediate context have garages, carports and uncovered required parking located at a depth of at least twenty-five (25) feet from the front lot line; and
 2. On the lot being developed, the difference in elevation of existing grade between the midpoint of the front lot line and the farthest opposite point of the lot depth does not exceed a gradient of twenty percent (20%).

The immediate context shall consist of the five closest lots on each side of the project site plus the ten (10) closest lots on the opposite side of the street; however, the Director of City Planning may make an alternative determination of immediate context based on specific site conditions. Such determination shall be in writing and included as part of any approval of any required garage, carport, or uncovered parking space. Lots with a front lot line width of less than thirty-five (35) feet are exempt from this subsection if the garage, carport or uncovered parking space dimensions facing the front lot line equal less than fifty (50) percent of the building elevation facing the front lot line.

- B. Garage or Carport Recessed from Front of Residence in Certain Cases. When an attached or detached garage or carport is not subject to subsection A of this section and is located on lots with a street-to-setback gradient of twenty percent (20%) or less and where the face of the primary Residential Facility, including projections at least eight (8) feet in height and five (5) feet in width, such as covered porches and bay

OAKLAND

windows, is within twenty-five (25) feet of the front lot line, at least one of the following requirements shall apply:

1. The front of the garage or carport shall be set back a minimum of five (5) feet from such face; or
 2. If the garage or carport is located below living space, either:
 - a. The front of the garage or carport shall be set back at least eighteen (18) inches from the upper level living space; or
 - b. The garage door shall be recessed at least six inches from the surrounding exterior wall surfaces.
- C. Maximum Widths of Garages and Carports. Garages and carports shall have a maximum width of twenty-two (22) feet if the front of the garage or carport is located within thirty (30) feet of a street line and shall have a maximum width of thirty (30) feet if located elsewhere. In addition, all attached garages and carports shall have a maximum width not to exceed fifty percent (50%) of the total width of the primary Residential Facility if the front of the garage or carport is located within thirty (30) feet of a street line.
- D. Parking Restricted to Garages, Carports, Uncovered Required Parking Spaces or Driveways. Parking on a lot containing primary Residential Facilities may take place only in garages, carports, uncovered required parking spaces, or approved driveways.

(Ord. No. 13064, § 2(Exh. A), 3-15-2011; Ord. 12899 § 4, Exh. A (part), 2008; Ord. 12376 (part), 2001)