



Bicycle and Pedestrian Advisory Committee, Monthly Meeting
February 21, 2008, 5:30-7:30 p.m.
Oakland City Hall: Hearing Room 4, Second Floor

AGENDA

Time	Item #	Topic	Topic Type *
5:30	1	Introductions, Appointment of Note Taker (5 minutes)	Ad
5:35	2	Approval of Meeting Minutes (consent item) (5 minutes) Vote on motions to adopt January minutes.	A
5:40	3	MacArthur BART Transit Village (30 minutes)—Project developers will provide an overview of the transit village site circulation plan with a focus on bicycle/pedestrian travel.	I
6:10	4	BPAC Chair and Vice-Chair Nominations Attachment (5 minutes) Nominations open for BPAC officer positions for election at the March meeting. (Nominations can continue via email to City staff.)	A
6:15	5	Draft Bike Parking Ordinance Attachment (25 minutes)—Committee members will learn about the draft bike parking ordinance and be asked to provide preliminary input.	I
6:40	6	Updates (15 minutes) Joint BPAC meeting (Midori Tabata) Charter process (Jason Patton) Parking meters/bike parking (Jennifer Stanley)	I
6:55	7	27th Street Bikeway Striping Plan (25 minutes)—Jason Patton will present the draft bikeway striping plan for 27 th Street/Bay Place, San Pablo to Grand Avenue.	I
7:20	8	Announcements, suggestions for next meeting topics (10 minutes)	Ad

*** Topic Types:**

I=informational; A=action item; Ad=administrative

This meeting will follow Robert's Rules of Order (see <http://www.robertsrules.org/rulesintro.htm>).

For more information, please call (510) 238-3983 or email bikeped@oaklandnet.com.

Excerpts from Oakland BPAC bylaws, relevant to election of Chair and Vice-Chair.

1. OFFICERS

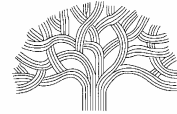
- a. The BPAC will hold annual elections for a Chair, whose duty it is to set agenda with staff, lead meetings, and write correspondence on behalf of the group.
- b. The BPAC will also annually elect a Vice Chair, who will act as Chair in case of Chair's absence.
- c. Both officers are elected by simple majority of BPAC for concurrent one-year terms, March-February.
- d. Nominations are made by members and recorded by staff, beginning at the February meeting, closing one week before the March meeting; announcements are made as nominations are accepted, with a summary to be included with the meeting agenda.
- e. The Vice Chair is automatically nominated for the position of Chair, unless the nomination is declined.
- f. Elections for the position of chair are postponed in the event of a lack of an accepted nomination.
- g. Members must be present to vote; no requirement to be present in order to be elected.
- h. In the event that no candidate receives a majority, a second election will be held immediately between the top two vote getters.

3. INTERIM MEMBERSHIP (*membership for the eventual council-appointed BPAC is addressed in the charter*)

- a. Any resident of Oakland who attends three meetings shall be considered a voting member on the third meeting they attend.
- b. A voting member shall not be allowed to vote if they have missed the two prior meetings.
- c. Staff representing city departments or public agencies serve a liaison role to the committee and are not formally committee members. Staff does not vote on any item (except to adopt meeting minutes). It is a goal of the BPAC to identify staff liaisons for all related city departments and public agencies. (i.e. PWA, CEDA, OPD, Parks and Rec., Human Services, OUSD)
- d. Members may self-identify as the liaison for a particular council district or community-based organization. It is a goal of the BPAC to identify a liaison for each of the eight council offices.
- e. Member terms shall be effective till expiration of Interim By-Laws and adoption of permanent Charter and By-Laws by BPAC.

City of Oakland

Community & Economic
Development Agency (CEDA)
Design & Construction Services Department
Transportation Services Division



Memorandum

To: [FOR INTERNAL REVIEW]
From: Jason Patton, Bicycle and Pedestrian Program Manager
Date: December 19, 2007
Re: Draft Bicycle Parking Ordinance

Introduction

The enclosed pages contain a Draft Bicycle Parking Ordinance, supporting and explanatory documents. There are many motivations for drafting this ordinance including adopted and draft policies calling for such an ordinance, comments from Planning Commissioners, and comments from the public. The Bicycle and Pedestrian Program is specifically motivated by:

- Bicycle Master Plan (BMP): Policy 1D addresses the promotion of secure and convenient bicycle parking. Action 1D.6 calls for the adoption of a bicycle parking ordinance.
- Comments calling for such an ordinance from Planning Commissioners at the April and October 2007 DBMP DEIR public hearings.
- Comments calling for such an ordinance from the public at the April and October 2007 DBMP DEIR public hearings.

Background

In 1999 the city of Oakland adopted its first Bicycle Master Plan. Since then the city has installed over 90 miles of bicycle lanes and routes.¹ It is possible that as Oakland expands its bikeway network its bicyclist mode share will increase to potentially 5-10% of all trips.² In order for a bicycle network to sufficiently serve Oakland it needs three components: secure parking at the start-trip facility, bikeways to connect cyclists to their destinations, and secure bike parking at the end-trip destination. Adequate and secure bicycle parking at either end of bike trip will encourage cycling to destinations.

Funded through grants, Oakland's CityRacks Bicycle Parking Program has installed many bike racks, however, the program is limited. The program installs racks by request in the public right-of-way where space is limited because of existing uses. Additionally, in most situations this program

¹ The City of Oakland, Public Works Agency, *Bicycle/Pedestrian – Bike Lanes and Routes* (29 June 2007) <<http://www.oaklandpw.com/Page122.aspx>> [23 July 2007].

² The city of Oakland, CEDA Transportation Services Division, Bicycle and Pedestrian Program, *Draft Bicycle Master Plan* (March 2007): 18 <<http://www.oaklandpw.com/AssetFactory.aspx?did=2164>>.

cannot meet long-term parking needs. The proposed ordinance would accomplish a number of goals. It would supplement the CityRacks Program by providing the additional short-term parking that is not limited by the availability of grants. The ordinance would also provide secure long-term parking outside of the public right-of-way as development projects are built.

This approach to bicycle parking has been adopted in many places. Cities around the country as well as in our back yard have adopted bike parking requirements for development.

Comparison to Other Cities

In preparation of this draft, the Bicycle and Pedestrian Program researched other cities with bicycle parking requirements that are comparable to Oakland in population, land area, and bike mode share.

Table 1: Population Density and Bike Mode Share for Comparison Cities outlines 12 cities that are comparable to Oakland. Sacramento, Portland, Seattle and Denver are similar to Oakland in population, land area, population density or bike mode share. San Francisco, Berkeley, Alameda, San Leandro, San Jose and Emeryville are nearby cities with bicycle parking requirements. Vancouver and Ottawa are cities that are in some ways comparable to Oakland and have requirements that we consider exemplary.

Appendix D is a comparison of these cities' bicycle parking requirements. The cities are grouped by three categories: cities with similar population density and bike mode share; near-by cities; and cities with notable requirements. The land use categories are based on Oakland's Use Classifications (Title 17 Chapter 17.10 of the Municipal Code).

Notable requirements from other cities include:

- Bicycle parking requirements for new development.
- Bicycle parking requirements for building renovations.
- Requirements for existing parking garages to provide bicycle parking.
- Required locker and shower facilities for large office development.
- Required bicycle parking for large public events.

Each city has a different method of establishing bicycle parking requirements. Some have requirements that cover a broad range of land use activities. For example, Denver requires all nonresidential uses to have the same amount of bicycle parking. Other cities have more specific requirements for categories of land use. Portland and San Jose are good examples of this. These cities have different requirements for churches, daycare, education, retail sales, etc. This approach, though more complex, is more sensitive to the anticipated demand for each use.

In addition to bicycle parking requirements for development, Portland, Seattle, San Francisco, San Jose, Vancouver, and Ottawa all have provisions for locker-room and/or shower facilities for non-residential uses. These facilities further encourage cycling by providing storage space for a change of clothes and an opportunity to freshen up before work. Employees that workout on their lunch break can also benefit from these facilities.

Frameworks for requirements

We propose two types of parking requirements, long and short term. Short-term bicycle parking serves cyclists who need to park their bicycles for less than two hours. Long-term bicycle parking serves cyclists who need to park their bicycles for longer periods. Long-term bicycle parking would provide greater security and protection from the elements. Examples of developments that would benefit from long-term parking include residential and office projects.

Different types of land uses each have their own levels of trip generation. The frameworks for our recommended requirements are based on land use. The Bicycle and Pedestrian Program chose not to use traditional trip generation methods, such as the 4-Step Travel Model, because they are automobile based³, are regional in scope⁴, and typically based on observations from a small number of suburban sites.⁵ Similarly, The Bicycle and Pedestrian Program rejected linking bicycle parking requirements to automobile parking requirements because they are unrelated modes of transportation. Automobile parking would be a poor indicator of bicycle parking demand.

Fulfilling Oakland's Potential: Summary of Recommendations

Oakland is poised to become a cycling city if it pursues a complete bicycle network. The Draft Bicycle Parking Ordinance is a proposed draft for the city. The recommendations are based on the proposed requirements included in the 1999 Bicycle Master Plan, considerations for what other jurisdictions have implemented, and what is feasible in Oakland.

Residential Activities

In determining the framework for bicycle parking requirements for residential uses, the Bicycle and Pedestrian Program chose unit count. Unit counts are the most predictive of potential users as well as the most common basis for generating requirements in other cities. Multifamily residential units without private garages would be required to provide .25 long-term spaces and .05 short-term spaces per unit.

Civic Activities

Civic uses are more varied in type and potential demand than residential uses and the Bicycle and Pedestrian Program therefore chose to use square footage, number of employees or students, or number of seats. These activities include uses such as schools, transit stations and assembly activities. Required bicycle parking at schools complements the Safe Routes to Schools programs. With 85% of Oakland residents living within two miles of a transit station, secure bicycle parking at stations may encourage cycling and transit ridership.

Commercial Activities

Commercial activities cover a range of uses from retail, office space, to hotels. Each activity can be expected to generate different short and long-term bicycle parking demands. Academic studies have found secure bicycle parking and shower/locker facilities at places of employment are significant factors in encouraging commuting to work by bicycle.⁶ The Bicycle and Pedestrian Program recommends requirements based on square footage for these activities.

³ Robert Cervero, "Alternative Approaches to Modeling the Travel-Demand Impacts of Smart Growth," *Journal of the American Planning Association* 72, no 3 (Summer 2006): 286.

⁴ Ibid.

⁵ Donald C. Shoup, *The High Cost of Free Parking* (Chicago: Planners Press, 2004), 32.

⁶ John E. Abraham, and John Douglas Hunt. "Influences on bicycle use." *Transport* 34 (2007): 453-470.

Manufacturing and Other Activities

The Bicycle and Pedestrian Program suggests most manufacturing activities have bicycle parking requirements based on square footage. We anticipate the majority of demand will be from employees rather than short-term visitors and therefore recommend long-term but no short-term requirements. Bicycle parking spaces for other land use activities should be prescribed by the Director of City Planning and be tailored to their specific needs.

Impacts to Development

Imposing requirements on development will have a financial impact. The Bicycle and Pedestrian Program have considered the impacts and have attached estimated consumed square footage and costs for nine projects that are currently under review. Appendix A is an estimate of costs and square footage for typical bicycle parking layouts for different types of bicycle parking including short-term, long-term lockers, and long-term cages. From these estimates, the Bicycle and Pedestrian Program have applied typical layouts to projects in the CEDA pipeline to generate general cost and square footage estimates from the recommended policy for long-term bicycle parking. These cost estimates can be seen in Appendix A.

Each representative project was impacted differently by the proposed ordinance; however, the average costs are minimal when compared to the overall project cost as well as the cost of automobile parking. In the Bay Area, the average cost of construction of structure auto parking is \$40,000 per space.⁷ Based on the recommended policies in multifamily residential projects, the average cost of bicycle parking would be \$95 per space. The average cost to commercial projects would be \$171 per space. These average costs are based on the projects highlighted in Appendix B.

Shower/Locker Facilities

As noted earlier, Portland, Seattle, San Francisco, San Jose, Vancouver and Ottawa have shower and locker requirements for non-residential development. As discussed earlier, shower/locker facilities at places of employment can be a significant factor in encouraging commuting to work by bicycle.⁸ The Bicycle and Pedestrian Program recommends shower and locker requirements based on square footage for Commercial Activities.

Related Municipal Code Revisions

Additionally, the Bicycle and Pedestrian Program is using this opportunity to clean up sections of Oakland's Municipal Code that are either need clarification or supplement the objectives of the Bicycle Master Plan. These revisions can be found in the Draft Revisions for Event Permits. Included are revisions Title 12 Chapter 12.08: Encroachments, which clarifies the permit procedure and gives Transportation Services oversight for minor encroachments for bike racks. This revision is to ensure that bike racks are installed in accordance with the Bicycle Master Plan. The Bicycle and Pedestrian Program also would like to propose a revision to Title 12 Chapter 12.50: Newsracks to prohibit the placement of newsracks within the ingress or egress of bicycle racks. Lastly, The Bicycle and Pedestrian Program propose to amend Title 9 Chapter 9.52: Special Event Permits to include requirements for attended bicycle parking at any special event that expects over 5,000 attendees.

⁷ Jeffrey Tumlin, and Adam Millard-Bell, *The Mythology of Parking*, Walkable Streets (December 2004). <<http://www.walkablestreets.com/parking.htm>> [4 September 2007].

⁸ John E. Abraham, and John Douglas Hunt. "Influences on bicycle use." *Transport* 34 (2007): 453-470.

List of Appendices

Appendix A – Estimated Capital Cost and Square Footage of Bike Parking per Selected Layouts (page 6)

Appendix B – Estimated Cost and Square Footage for Actual Projects (page 7)

Appendix C – LEED Standards Compared to Oakland Draft Bicycle Parking Ordinance (page 8)

Appendix D – Comparison of Bicycle Parking, Shower, and Locker Requirements for Selected Cities (page 10)

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Estimated Capital Cost* and Square Footage of Bike Parking per Select Layouts

Parking Type	Layout	Footprint per bike	Average cost per unit	No. of parking devices	Cost of device	Cost of enclosure	Cost per facility	No. of bikes	Square footage of facility	
Short-term parking										
Rack	Rack	15 s.f. per bike	\$ 150	1	\$150	\$0	\$150	2	15 s.f.	
Long-term parking										
Locker	Stacked lockers	20.31 s.f. per 2 bikes	\$ 1,200	4	\$4,800	\$0	\$4,800	4	41 s.f.	
			\$ 1,200	8	\$9,600	\$0	\$9,600	8	82 s.f.	
			\$ 1,200	12	\$14,400	\$0	\$14,400	12	123 s.f.	
Cage	<u>U Rack</u> 2 standard parking stalls	12.86 s.f. per bike	\$ 150	28	\$4,200	\$25,000	\$29,200	28	360 s.f.	
			\$ 150	12	\$1,800	\$17,000	\$18,800	12	180 s.f.	
	<u>U Rack</u> 2 compact parking stalls	12 s.f. per bike	\$ 150	20	\$3,000	\$25,000	\$28,000	20	240 s.f.	
			\$ 150	8	\$1,200	\$17,000	\$18,200	8	120 s.f.	
	<u>DoubleDecker</u>	2 standard parking stalls 4-14 bike capacity	6.25 s.f. per 2 bikes	\$ 2,709	4	\$10,836	\$25,000	\$35,836	56	360 s.f.
				\$ 4,465	2	\$8,930	\$17,000	\$25,930	36	240 s.f.
2 compact parking stalls 2- 8 bike capacity and 2- 10 capacity										
	1 standard parking stall 1- 14 bike capacity		\$ 2,709	1	\$2,709	\$17,000	\$19,709	14	180 s.f.	

* Material costs only. Does not include installation.

MEMORANDUM: Draft Bicycle Parking Ordinance, Supporting Documents

Bike Parking

Estimated Cost and Square Footage for Actual Projects

	Project Name and Address	Description	Number of required spaces		Estimated Square Footage Parking will Occupy		Estimated Cost of Long-term Parking		Layout
			Long-term	Short-term	Long-Term	Short-term			
Residential Projects									
0-100 Units	721-741 Broadway	48 Residential Units	12	2	180 s.f.	36 s.f.	\$19,709		1 standard parking stall, 1 - 14DD
	721-741 Broadway	5 Live/work Units	2	2	36 s.f.	30 s.f.	\$2,400		2 lockers
		2,300 Retail (s.f.)	2	2	40 s.f.	30 s.f.	\$2,400		2 lockers
101-200 Units	Red Star	119 Condominium Units	30	6	383 s.f.	89.25 s.f.	\$25,930		2 compact parking stall, 2-8 DD, 2-10DD
	1396 5th Street	3,850 Commercial (s.f.)	2	2	36 s.f.	30 s.f.	\$2,400		2 Lockers
201-300 Units	188 11th Street	287 Residential Units	72	14	923 s.f.	215.25 s.f.	\$45,492		3 standard parking stall, 4-14 DD, 2-10 DD
	178 11th Street, 198 11th Street, 1110 Jackson	3,660 Retail (s.f.)	2	2	40 s.f.	30 s.f.	\$2,400		2 lockers
300+ Units									
Senior Housing	St. Josephs	80 Residential Units	8	4	120 s.f.	60 s.f.	\$9,600		4 lockers
	2647 International Blvd.	15,000 Office (s.f.)	2	2	37 s.f.	30 s.f.	\$2,400		2 lockers
Average Residential Cost			132				\$12,526		
								Average cost per long-term space:	\$95
Commercial Projects									
	Center 21	218,000 Office (s.f.)	22	11	360 s.f.	163.5 s.f.	\$29,200		2 standard parking stall, 14 Uracks
	2100 Franklin Street	15,000 Retail (s.f.)	2	3	40 s.f.	45 s.f.	\$2,400		2 lockers
	Broadway and 20th St. Office Building	320,000 Office (s.f.)	32	16	416 s.f.	240 s.f.	\$25,930		2 compact parking stalls, 2-8DD, 2-10DD
	2000 Broadway								
	City Center T5/T6	600,000 Office (s.f.)	60	30	780 s.f.	450 s.f.	\$40,706		2 standard parking stall, 4-14DD, 4 lockers
	11th/12th/Clay/Broadway	7,500 Commercial (s.f.)	2	2	40 s.f.	30 s.f.	\$2,400		2 lockers
Average Commercial Cost			118				\$20,127		
								Average cost per long-term space:	\$171
<p>Calculation Assumptions:</p> <p>Material costs are based on Appendix C calculations.</p> <p>Bicycle parking has been configured to fit in either a standard or compact parking stall.</p> <p>Estimates are capital costs only.</p> <p>Lockers are stacked two high.</p>									

LEED Standards Compared to Oakland DRAFT Bicycle Parking Ordinance										Revised 12.19.07	
Facility Type	LEED Requirements		Assumptions	Oakland DRAFT Requirements				LEED in Oakland DRAFT Format			
Distance	600 ft			750 ft				600 ft			
MULTIFAMILY			Persons per D.U.	Long-term	Short-term	Sum					
Multifamily (New construction)	15% of bldg occupants			2	per D.U. 0.25	0.05	0.30	per D.U. 0.30	per D.U.		
Shower	N/A			N/A							
Multifamily (core and shell)	15% of bldg occupants		2	per D.U. 0.25	0.05	0.30	per D.U. 0.30	per D.U.			
Shower	N/A			N/A							
COMMERCIAL			Square Feet per user	Long-term	Short-term	Sum		[Conversion = (sf/gsf per emp) * LEED requirement]			
Commercial or Institutional (new construction)	5% of bldg users			250	1 per 10,000	20,000	1.50	per 10,000	2	per 10,000	
Shower	0.50% FTE occupants		250	Minimum of 2 spaces							
				At 150,000		4		3.00	per 150,000		
				Plus		2	per additional 150,000				
Commercial or Institutional (existing bldgs)	1% of bldg occupants		250	1 per 10,000	20,000	1.50	per 10,000	0.4	per 10,000		
	OR 125% of peak demand			Minimum of 2 spaces							
Shower	1% of bldg occupants		250	At 150,000		4		6.00	per 150,000		
	OR 125% of peak demand			Plus		2	per additional 150,000				
Commercial or Institutional Less than 300,000 s.f. (core and shell)	3% of bldg users		250	1 per 10,000	20,000	1.50	per 10,000	1.2	per 10,000		
	Calculated on average for the year			Minimum of 2 spaces							
Shower	0.50% FTE occupants		250	At 150,000		4		3.00	per 150,000		
			250	Plus		2	per additional 150,000				
Commercial or Institutional More than 300,000 s.f. (core and shell)	3% of bldg occupants up to 300,000		250	1 per 10,000	20,000	1.50	per 10,000	1.2	per 10,000		
	AND			Minimum of 2 spaces							
Shower	0.50% for occupants over 300,000		250	1 per 10,000				0.2	per 10,000		
	0.50% FTE occupants		250	At 150,000		4		3	per 150,000		
				Plus		2	per additional 150,000				
Commercial Interiors	5% of tenant occupants		250	1 per 10,000	20,000	1.50	per 10,000	2	per 10,000		
				Minimum of 2 spaces							
Shower	5% of tenant occupants		250	At 150,000		4		30	per 150,000		
				Plus		2	per additional 150,000				
RETAIL				Long-term	Short-term	Sum					
0-5,000 s.f.	2 or more	Also provide one of the following: lockers and changing area showers bike maintenance program	Min of 2 spaces each long and short	12,000	5,000	4		2	0-5,000		
5,001-20,000 s.f.	3 or more					4-6	3	5,001-20,000			
20,001-50,000 s.f.	6 or more					6-14	6	20,001-50,000			
50,001 +	10 or more					14+	10	50,001 +			

LEED Standards Compared to Oakland DRAFT Bicycle Parking Ordinance					Revised 12.19.07
Facility Type	LEED Requirements	Assumptions	Oakland DRAFT Requirements		LEED in Oakland DRAFT Format
SCHOOLS	Compared with DRAFT long-term requirements				
Schools	5% of staff and students	Emp.	1 per	20	1 per 20
(above 3rd grade)		Students	1 per	20	1 per 20
Junior and High Schools		Students	1 per	10	1 per 20
Shower	0.50% FTE staff		None		
HEALTH CARE	Compared with DRAFT long-term requirements				
Healthcare (DRAFT)	5% of staff at peak periods	Emp.	1 per	20	1 per 20
Shower	0.50% FTE staff		None		
Healthcare (Residential)	15% of bldg occupants	Emp.	1 per	20	3 per 20
Shower	None		None		
Neighborhood Development	15% of off street parking for non-residential and multifamily	Not applicable			

DRAFT

Draft Bicycle Parking Ordinance

Key Requirements and Comparison of Parking Requirements

	Draft Ordinance			1999 Plan Recommendations		
	Long-term	Short-term	Shower/ Locker	Long-term	Short-term	Shower/ Locker
Single family and residential with private garage	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>	<i>None</i>
Multifamily Residential	1 per 4 units	1 per 20 units	<i>None</i>	1 per 2 units	1 per 10 units	<i>None</i>
Retail	1 per 12,000 s.f.	1 per 5,000 s.f.	<i>None</i>	1 per 8,000 s.f.	1 per 5,000 s.f.	<i>None</i>
Office	1 per 10,000 s.f.	1 per 20,000 s.f.	2 per gender for first 150,000 s.f. plus one per gender for each additional 150,000 s.f.; 4 lockers per shower	1 per 3,000 s.f.	1 per 10,000 s.f.	<i>None</i>

Article I. General Provisions

- 17.117.010 Title, purpose, and applicability.
- 17.117.020 Effect on new and existing uses.
- 17.117.030 More than one activity on a lot.
- 17.117.040 Determination by Director of City Planning

Article II. Standards for Required Bicycle Parking

- 17.117.050 Types of Required Bicycle Parking.
- 17.117.060 Minimum Specifications for Required Bicycle Parking.
- 17.117.070 Location and Design of Required Bicycle Parking.

Article III. Minimum Number of Required Bicycle Parking Spaces

- 17.117.080 Calculation Rules
- 17.117.090 Required Bicycle Parking – Residential Activities.
- 17.117.100 Required Bicycle Parking – Civic Activities.
- 17.117.110 Required Bicycle Parking – Commercial Activities.
- 17.117.120 Required Bicycle Parking – Manufacturing and All Other Activities
- 17.117.130 Required Shower and Locker Facilities – All Activities.
- 17.117.140 Special Exemptions to Bicycle Parking Requirements.
- 17.117.150 Optional In-lieu Fee for Required Bicycle Parking

Article I. General Provisions

- 17.117.010 Title, purpose, and applicability

The provisions of this chapter shall be known as the bicycle parking requirements. The purpose of these regulations is to require secure and adequate long term-and-short term parking for bicycles, thereby promoting alternative transportation, providing additional, more sustainable transportation choices for residents and commuters, and reducing traffic congestion and air pollution. These requirements shall apply to the indicated activities as specified hereinafter.

- 17.117.020 Effect on new and existing uses.

- A. Bicycle Parking shall be Provided for New Facilities and Additions to Existing Facilities. Bicycle parking 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 bicycle parking requirements, or of a subsequent rezoning or other amendment thereto establishing or increasing bicycle parking for such activities, except to the extent that existing bicycle parking exceeds such requirements for any existing facilities. The required amount of new bicycle parking shall be based on the cumulative increase in floor area, or other applicable unit of measurement prescribed hereafter, after said effective date.
- B. Bicycle Parking shall be Provided for Major Renovations. Bicycle parking as prescribed hereafter shall be provided for any renovation project larger than 15,000 square feet of floor area and which has an estimated cost of at least \$1,000,000.
- C. Bicycle Parking shall Be Provided for New Living Units in Existing Facilities. If any facility, or portion thereof, which is in existence on the effective date of the bicycle parking requirements, or of a subsequent rezoning or other amendment thereto establishing or

increasing bicycle parking requirements for an activity therein, is altered or changed in occupancy so as to result in an increase on the number of residential living units therein, bicycle parking as prescribed hereafter shall be provided for the new units. However, such bicycle 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 bicycle parking need not be provided to the extent that existing bicycle parking exceeds the latter requirement.

17.117.030 More than one activity on a lot.
Whenever a single lot contains different activities with the same bicycle requirement, the overall requirement shall be based on the sum of all such activities, and the minimum size prescribed hereafter for which any bicycle parking 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 bicycle parking requirements, the overall requirement shall be the sum of the requirements for each activity calculated separately; provided, however, that the minimum size prescribed hereafter for which any bicycle 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.

17.117.040 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 bicycle parking spaces or for which this chapter is not clear or does not prescribe a number of spaces, the Director of City Planning shall base his or her written determination on the number of employees, residents or customers and the nature of operations conducted on the site. Any such written determination shall be subject to appeal pursuant to the administrative appeal procedure in Chapter 17.132.

17.117.050 Conditions for Bicycle Parking
Whenever any required bicycle parking is proposed to be provided 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.

Article II. Standards for Required Bicycle Parking.

17.117.060 Types of Required Bicycle Parking

- A. Long-term Bicycle Parking
Each long-term bicycle parking space shall be consist of a locker or locked enclosure providing protection for each bicycle from theft, vandalism and weather. Long-term bicycle parking is meant to accommodate employees, students, residents, commuters, and others expected to park more than two hours.
- B. Short-term Bicycle Parking
Short-term bicycle parking shall be consist of a bicycle rack or racks and is meant to

accommodate visitors, customers, messengers, and others expected to park not more than two hours.

17.117.070 Minimum Specification for Required Bicycle Parking

- A. All required short-term bicycle parking spaces shall permit the locking of the bicycle frame and one wheel with a U-type lock, support the bicycle in a stable position without damage to wheels, frame, or components, and provide two points of contact with the bicycle's frame.
- B. All required long-term bicycle parking spaces, with the exception of bicycle lockers, shall permit the locking of the bicycle frame and one wheel with a U-type lock and support the bicycle in a stable position without damage to wheels, frame, or components.
- C. Bicycle parking facilities shall be securely anchored so they cannot be easily removed and shall be of sufficient strength and design to resist vandalism and theft.
- D. The overall design and spacing of such facilities shall meet the standards of Section 17.117.080 or as may be modified.

17.117.080 Location and Design of Required Bicycle Parking.

Required bicycle parking shall be placed on site(s) as set forth below:

- A. A bicycle parking space shall be at least two and a half (2.5) feet in width by six (6) feet in length to allow sufficient space between parked bicycles.
- B. An encroachment permit may be required from the City to install bicycle parking in the public right-of-way.
- C. Bicycle parking facilities shall not impede pedestrian or vehicular circulation.
 - a. Bicycle parking racks located on sidewalks should maintain a minimum of five and one half (5.5) feet of unobstructed pedestrian right-of-way outside the bicycle parking space. For sidewalks with heavy pedestrian traffic, at least seven (7) feet of unobstructed right-of-way is required.
- D. Bicycle parking facilities are subject to the following standards:
 - a. Racks shall be located with at least thirty (30) inches in all directions from any vertical obstruction, including but not limited to other racks, walls, and landscaping.
 - b. A minimum four (4) foot wide aisle or space behind all required bicycle parking shall be provided to allow for adequate bicycle maneuvering.
- E. Bicycle parking facilities within auto parking facilities shall be protected from damage by cars by a physical barrier such as curbs, wheel stops, poles, bollards, or other similar features capable of preventing automobiles from entering the bicycle facility.
- F. Bicycle parking facilities shall be located in highly visible well-lighted areas. In order to maximize security, whenever possible short-term bicycle parking facilities shall be located in areas highly visible from the street and from the interior of the building they serve (i.e. placed adjacent to windows).
- G. The location and design of required bicycle parking shall be of a quality, character and color that harmonize with adjoining land uses. Required bicycle parking shall be incorporated whenever possible into building design or street furniture.
- H. Long-term bicycle parking shall be located on site or within seven hundred fifty (750) feet of the main building entrance and shall be covered.
- I. Short-term bicycle parking shall be placed within fifty (50) feet of the main entrance to the building or commercial use and should be in a well trafficked location visible from the

entrance. When the main entrance fronts the sidewalk, the installer may obtain an encroachment permit from the City to install the bicycle parking in the Public Right of Way.

- J. A Variance may be granted where the applicant can make the basic Variance Findings and demonstrate compliance with the intent of these regulations to provide safe, secure, and accessible bike parking.

Article III. Minimum Number of Required Bicycle Parking Spaces

17.117.090 Calculation rules.

- A. If after calculating the number of required bicycle 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.
- B. When the bicycle parking requirement is based on number of employees, the number of spaces shall be based on the number of working persons on the lot during the largest shift of the peak season. If the Director of City Planning determines that this number is difficult to verify for a specific facility, then the number of required long-term bicycle parking spaces shall be a minimum of two spaces or five percent of the amount of required automobile spaces for the proposed facility, whichever is greater.
- C. When the bicycle parking requirement is based on number of seats, in the case of pews or similar facilities each twenty (20) inches shall be counted as one seat.

17.117.100 Required Bicycle Parking – Residential Activities

Subject to the calculation rules set forth in Section 17.117.090, the following minimum amounts of bicycle parking are required for all Residential Activities and shall be developed and maintained pursuant to the provisions of Article II of this chapter:

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Permanent and Semi-Transient Residential Activities occupying the specified facilities:		
1) One-Family Dwelling	No spaces required.	No spaces required.
2) One-Family Dwelling with Secondary Unit	No spaces required.	No spaces required.
3) Two-Family Dwelling	No spaces required.	No spaces required.
4) Multifamily Dwelling		
a) With private garage for each unit	No spaces required.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
b) Without private garage for each unit	1 space for each 4 dwelling units. Minimum requirement is 2 spaces.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
c) Senior Housing	1 space for each 10 dwelling units. Minimum requirement is 2 spaces.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
5) Rooming House	1 space for each 8 residents. Minimum requirement is 2 spaces.	No spaces required.
6) Mobile Home	1 per 20 units.	No spaces required.
7) HBX Live/Work Lofts	1 space for each 4 dwelling units. Minimum requirement is 2 spaces.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.

Residential Care, Service-Enriched Permanent, Transitional Housing, and Emergency Shelter Residential Activities occupying the specified facilities:

8) Residential Care	1 space for each 20 employees or 1 space for each 70,000 s.f., whichever is greater. Minimum requirement is 2 spaces.	2 spaces.
9) Service-Enriched Permanent Housing		
10) Transitional Housing	1 space for each 8 residents. Minimum requirement is 2 spaces.	1 space for each 20 dwelling units. Minimum requirement is 2 spaces.
11) Emergency Shelter Residential	1 space for each 20 employees or 1 space for each 70,000 s.f., whichever is greater. Minimum requirement is 2 spaces.	1 space for each 5,000 s.f. of floor area. Minimum requirement is 2 spaces.

17.117.110 Required bicycle parking – Civic Activities

Subject to the calculation rules set forth in Section 17.117.090, the following minimum amounts of bicycle parking are required for the specified Civic Activities and shall be developed and maintained pursuant to the provisions of Article II of this chapter:

Civic Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
1) Essential Service 2) Limited Childcare	Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040.	Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040.
3) Community Assembly		
a) Churches, temples, and synagogues	1 space for each 40 fixed seats, or one space for each 4,000 s.f. of floor area, whichever is greater. Minimum requirement is 2 spaces.	1 space for each 40 fixed seats, or one space for each 2,000 s.f. of floor area, whichever is greater. Minimum requirement is 2 spaces.
b) Other	Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040.	Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040.
4) Non-Assembly Cultural	1 space for each 20 employees. Minimum requirement is 2 spaces.	Spaces for 2% of maximum expected daily attendance.
5) Administrative	1 space for each 20 employees. Minimum requirement is 2 spaces.	1 space for each 20,00 s.f. of floor area. Minimum requirement is 2 spaces.
6) Health Care 7) Special Health Care	1 space for each 20 employees, or one space for each 70,000 s.f. of floor area, whichever is greater. Minimum requirement is 2 spaces.	1 space for each 40,000 s.f. of floor area. Minimum requirement is 2 spaces.
8) Utility and Vehicular		
a) Communications equipment installations and exchanges, electrical substations, emergency hospitals operated by a public agency, gas substations, neighborhood newscarryer and distribution centers.	No spaces required.	No spaces required.
b) Fire Stations and Police Stations c) Post offices, excluding major mail-processing centers	1 space for each 10 employees. Minimum requirement is 2 spaces.	6 spaces.

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d) Publicly operated off-street parking lots and garages available to the general public either without charge or on a fee basis	No spaces required.	Minimum of 6 spaces or 1 per 20 auto spaces (parking lots excepted)
9) Community Education		
a) Public, parochial, and private day-care centers for fifteen (15) or more children	1 space for each 20 employees plus one space for each 20 students of planned capacity. Minimum requirement is 2 spaces.	2 spaces.
b) Public parochial, and private nursery schools, kindergartens, and elementary schools	1 space for each 20 employees plus one space for each 20 students of planned capacity. Minimum requirement is 2 spaces.	2 spaces.
c) Public parochial, and private junior high and high schools	1 space for each 20 employees plus 2 spaces for each 20 students of planned capacity. Minimum requirement is 2 spaces.	2 spaces.
10) Extensive impact:		
a) Colleges and universities	1 space for each 20 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20,000 s.f. of floor area, whichever is greater.	1 space for each 10 students of planned capacity.
b) Railroad and bus terminals	Spaces for 5% of projected maximum daily ridership.	No spaces required.
c) Other	Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040.	Number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.117.040

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17.117.120 Required bicycle parking – Commercial Activities
 Subject to the calculation rules set forth in Section 17.117.090, the following amounts of bicycle parking are required for the specified Commercial Activities and shall be developed and maintained pursuant to the provisions of Article II of this chapter:

Commercial Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Retail		
1. General Food Sales	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 2,000 s.f. of floor area. Minimum requirement is 2 spaces.
2. Convenience Market	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 s.f. of floor area. Minimum requirement is 2 spaces.
3. Fast-Food Restaurant		
4. Alcoholic Beverage Sales		
5. Convenience Sales and Service		
6. Mechanical or Electronic Games		
7. General Retail Sales		
8. Large-scale combined retail and grocery sales		
9. General Personal Service		
10. Consumer Laundry and Repair Service		
11. Check Cashier and Check Cashing		
12. Retail Business Supply		
13. General Wholesale Sales		
14. Construction Sales and Service		
Office		
1. Consultative and Financial Service	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
2. Administrative Commercial		
3. Business and Communication Service		
Medical		
1. Medical Service	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 5,000 s.f. of floor area. Minimum requirement is 2 spaces.
2. Animal Care		
Auto Related		
1. Automotive Sales, Rental, and Delivery	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
2. Automotive Servicing	1 space for each 20 employees. Minimum requirement is 2 spaces.	No spaces required.
3. Automotive Repair and Cleaning		
Other Commercial		
	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
1. Group Assembly	Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040.	Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040.
2. Research Service	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 40,000 s.f. of floor area. Minimum requirement is 2 spaces.
3. Transient Habitation.	1 space for each 20 rentable rooms. Minimum requirement is 2 spaces.	1 space for each 20 rentable rooms. Minimum requirement is 2 spaces.
4. Automotive Fee Parking.	1 space for each 20 automobile spaces. Minimum requirement is 2 spaces.	Minimum of 6 spaces or 1 per 20 auto spaces (parking lots excepted)
5. Transport and Warehousing	1 space for each 40,000 s.f. of floor area. Minimum requirement is 2 spaces.	No spaces required.

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6. Undertaking Service	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	2 spaces.
7. Scrap Operation	1 space for each 20 employees. Minimum requirement is 2 spaces.	No spaces required.

17.117.130 Required bicycle parking – Manufacturing and Other Activities
 Subject to the calculation rules set forth in Section 17.117.090, the following minimum amounts of bicycle parking are required for the specified Manufacturing, Agricultural and Extractive Activities and All Other Activities and shall be developed and maintained pursuant to the provisions of Article II of this chapter:

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Manufacturing and Production		
1. Custom Manufacturing 2. Light Manufacturing 3. General Manufacturing 4. Heavy Manufacturing 5. Small Scale Transfer and Storage Hazardous Waste Management 6. Industrial Transfer/Storage Hazardous Waste Management 7. Residual Repositories Hazardous Waste Management	1 space for each 15,000 s.f. of floor area. Minimum requirement is 2 spaces.	No spaces required.
Agricultural and Extractive		
1. Plant Nursery Agricultural	Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040.	Number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040.
2. Crop and Animal Raising Agricultural 3. Mining and Quarrying Extractive	No spaces required.	No spaces required.
Other Activities		
Joint living and work quarters	No spaces required.	1 space for each 20 units. Minimum requirement is 2 spaces.

17.117.140 Required Shower and Locker Facilities

Subject to the calculation rules set forth in Section 17.117.090, the following amounts of shower facilities and lockers are required per gender for the specified Activities and shall be developed and maintained pursuant to the provisions of Article II of this chapter:

Type of Activity	Shower Requirement (per gender)	Locker Requirement
Residential	None required.	None required.
Civic	None required.	None required.
Commercial: Less than 150,000 square feet of floor area	None required.	None required.
Commercial: 150,000 square feet of floor area or greater	A minimum of 2 showers. One shower per gender for each 150,000 above 150,000 s.f.	4 lockers per shower.
Manufacturing	None required.	None required.
Agricultural and Extractive	None required.	None required.

17.117.150 Special exemptions to parking requirements

When the installation of bicycle parking is physically not feasible, the requirements may be waived or reduced to a feasible level by the Director of City Planning. The submission of an in-lieu fee as described in Section 17.117.160 may be required.

17.117.160 Optional In-lieu Fee for Required Bicycle Parking

Subject to the development of an in-lieu fee program for required bicycle parking, up to half of the required bicycle parking may be waived upon submission to the City of the adopted in-lieu fee. The amount of the in-lieu fee shall be based on the cost of providing the specified number of short-term or long-term bicycle parking spaces.

17.117.170 Automobile Parking Credit

The total number of required off-street automobile parking spaces may be reduced at the ratio of one automobile space for each six bicycle spaces provided above the requirements in this chapter. The total number of required off-street automobile parking spaces cannot be reduced by more than five percent.

EVENT PERMITS

9.52.040 Definitions.

As used in this chapter:

“Applicant” means any person, firm, association, corporation, organization, club or ad hoc committee who or which seeks a special event permit from the city, through the Chief of Police, to conduct or sponsor a special event governed by this chapter. An applicant must be eighteen (18) years of age or older. The applicant shall be the individual who is directly responsible for organizing and/or conducting the event and/or the facility manager.

“Attended bicycle parking” means a service provided by the event sponsor or qualified bicycle parking service provider where at least one attendant is present throughout the event to receive, return and guard bicycles, and where a safe and sufficiently large area has been set aside for event attendees to leave their bicycles.

“Entertainment” means providing to the public food and/or beverages; live or recorded music; dancing; mechanical, animal or carnival rides; games of chance; performances and/or plays; audiovisual presentations; amplified sound; competitive or sporting events; and/or promotional events.

“Chief of Police” means the Chief of the Oakland Police Department or his or her designee.

“Extraordinary police services” means responsive police services which are in addition to and in excess of the normal police services provided to the facility or off-site as a direct result of the event at the facility.

“Facility” means the building, room or place where the special event is to take place.

“Open to the public” means an event not limited to invitees and otherwise open to any member of the public with or without an admission fee or charge.

“Permit application fee” means the nonrefundable fee to be paid by the permit applicant at the time the application is filed with the Chief of Police. A fee schedule shall be set by the City Council and shall cover the actual costs of processing and investigation special event applications, and administering the special events permit program.

“Responsible party” means, for the purpose of determining liability for damage to city or public facilities as a result of a special event and liability for the cost of extraordinary police services pursuant to Section 9.52.120G, any event sponsor(s) and/or promoter(s) and/or facility operator(s) and/or facility owner(s) and their respective designees.

“Security officer” means a person who possesses a valid state guard permit and who is currently licensed by the city as a private watchman in accordance with the Oakland Municipal Code.

“Special event” (hereinafter “event”) means, for the purpose of this chapter, an event sponsored by any person, entity, business or group including but not limited to the Oakland Unified School District, the Port of Oakland, the Oakland Coliseum complex, the Paramount Theater, and at any event venue within the city and open to the public:

A. Which is held in any public park and/or facility or on any property and/or facility which is open to the public, and

B. At which fifty (50) or more participants (including sponsors and guests) are present, and

C. At which entertainment is provided by or for any person, and/or made available to any person, and/or

D. For-profit entertainment activities of persons, entities and businesses who or which are currently licensed to regularly provide specified entertainment activities at fixed locations in the city but which holds an event that will foreseeably result in impacts on public safety, health, welfare, and police resources.

Exclusions: “Special Event,” as defined in this section, shall not include:

A. An event held in a private residence where no admission is charged, the event is not open or advertised to the public, and no extraordinary police services are required;

- B. An event held in a members-only facility at which the only participants are the members (and their invited nonpaying guests) and no extraordinary police services are required;
- C. Events sponsored by religious entities held in the religious entity's facility which only members by permission attend and no extraordinary police services are required;
- D. For-profit entertainment activities of persons, entities and businesses such as cabarets who or which are currently licensed to regularly provide specified entertainment activities at fixed locations in the city and no extraordinary police services are required;
- E. Any entertainment for which other special permits have previously been obtained, such as, but not limited to, parade permits, dance permits, short-term encroachment permits and city sponsored events otherwise permitted when the Chief of Police determines such other permits are more appropriate for the particular event.
- F. Any event, series of events and/or specific type of event may be exempted at the discretion of the Chief of Police, based upon evidence that the event or events will not impact police services and will not affect public health, safety and welfare.
- G. An event held at an East Bay Regional Park facility which is subject to existing permit application procedures adopted by the East Bay regional park district, provided the East Bay regional park district notifies all applicants that any person or entity issued a permit for an event at an East Bay regional park facility is liable for the provision by the Oakland Police Department of extraordinary police services that may be required as a result of the event. (Ord. 12132 § 1 (part), 1999)

9.52.050 Application procedure--Fee.

- A. Application shall be made to the Oakland Police Department, at least twenty-one (21) calendar days prior to the event; however, if the event will require extraordinary police services, the applicant must apply to the Chief of Police for a permit thirty (30) days in advance of the special event, and must execute a written agreement in which applicant agrees to pay the costs of such services, pursuant to Section 9.52.110.
- B. Application forms submitted pursuant to subsection A of this section shall be fully and truthfully completed by the applicant. Failure to fully and truthfully complete the application form shall be grounds for denial;
- C. If admission fees or donations are to be collected and/or food, liquid refreshments or physical articles are to be sold at the event, the applicant must present proof of federal and/or state tax exemption status or present a copy of a valid city of Oakland business license and tax certificate and a food handling permit if applicable before the permit may be issued;
- D. If music, dance or any other form of entertainment activity requiring sound amplification equipment is to be provided or allowed at the event, the applicant must so state on the application form and must provide assurance that the city's noise ordinance will not be violated as a result of the activity.
- E. Upon application, the applicant shall state the name and address of the facility, and identify the type of facility, where the event will take place. Before the permit may be issued, the applicant shall be required to present a photocopy of a valid city of Oakland dance hall, cabaret, or other applicable permit or license which authorizes the use of the facility for this type of activity or event. Further, the applicant shall complete the portions of the application which require identification of any occupancy restrictions or other conditions for use imposed by the city on the designated facility; and
- F. Upon application, the applicant shall pay a fee as established by the city master fee schedule. The Chief of Police shall have the discretion to waive this fee for nonprofit organizations. (Ord. 12132 § 1 (part), 1999)

9.52.060 Contents of application form.

The application for a special event shall provide the following information:

- A. All events: The name, address, telephone number, and date of birth of applicant and an alternative contact person. If the special event is proposed to be sponsored by one or more organizations, the name, address and telephone number of the organizations, and the president(s) of the organization. If requested by the Chief of Police, written authorization to apply for the special event shall be provided by an officer of the requesting organization;
- B. The name, address and telephone number of the person who will be present and in charge at the time of the special event;
- C. The nature and purpose of the event;
- D. The proposed date, location and estimated starting and ending time of the event;
- E. Estimated number of persons anticipated at the event;
- F. Description of any sound amplification equipment which will be used at the event;
- G. Whether any food or alcoholic and/or nonalcoholic beverages will be sold at the event;
- H. Whether monitors or security persons will be utilized at the event;
- I. Parking contingencies planned for the event;
- J. A description of the provisions to be made for attended bicycle parking, pursuant to Section 9.52.080;
- K. Any supplementary information which the Chief of Police shall find reasonably necessary, under the particular circumstances of the special event application to determine whether to approve or conditionally approve the permit. (Ord. 12132 § 1 (part), 1999)

9.52.070 Action on application.

- A. The Chief of Police shall approve, conditionally approve, or deny the application based on the grounds specified in Sections 9.52.080 to 9.52.090. Such action shall be taken not later than fifteen (15) calendar days after the filing of a complete application. The applicant shall be notified of any conditions of approval pursuant to Section 9.52.080 at the time the action on the application is taken.
- B. If the application is denied or conditionally approved, at the time of taking action on the application, the Chief of Police shall inform the applicant in writing of the grounds for denial, or of the reason for the imposition of conditions.
- C. If the Chief of Police relied upon information regarding the event other than that which was contained in the application, he or she shall inform the applicant of the additional information considered. (Ord. 12132 § 1 (part), 1999)

9.52.080 Conditional approval of permit.

The Chief of Police may impose additional conditions to a permit in the exercise of his or her reasonable discretion when conditionally granting a permit, including but not limited to:

- A. Requiring the applicant to retain or hire one or more security officers to provide security at and during the event, said security officers present and on duty at all times during the event;
- B. Requiring the applicant to be personally present at all times during the event;
- C. Requiring the applicant to provide a working telephone where he or she can be reached directly at all times during the event;
- D. Requiring the posting of the event permit at the event facility;
- E. Requiring a refundable security deposit before issuance of the permit toward the costs of city services and/or cost of damages to public facilities that may be associated with such an event;
- F. Requiring provision of medical services on-site on a case-by-case basis and/or in consideration of the applicant's previous history;
- G. Requiring in the case of live performances the actual name and stage name of every act performing;
- H. Requiring the submission of copies of all promotional materials simultaneously with the posting or distribution of said materials. All promotional materials must identify the promoter, and must not be posted or affixed to or on city or public property;

- I. Requiring a proof of liability insurance in the amount required by the city;
- J. Requiring the event promoter to provide attended bike parking service for events that expect 5,000 or more attendees, and for smaller events at the discretion of the Chief of Police. The promoter must advertise the service to potential attendees in all outreach and advertising materials and media, and place the bike parking area in an accessible location;
- K. Requiring such other additional conditions as are reasonably believed to be necessary to protect the public health, safety, welfare and order, and to minimize adverse impacts upon the surrounding neighborhood and the general community. (Ord. 12132 § 1 (part), 1999)

9.52.090 Grounds for denial of application.

Permits for special events will be granted at the discretion of the Chief of Police. A special events permit application may be denied upon evidence that:

- A. Information contained in the application, or supplementary information requested from the applicant, is false in any material detail; or
- B. The applicant has failed to provide a complete application form after having been notified of the requirement of producing additional information or documents; or
- C. The applicant has not submitted a completed application form in the time provided pursuant to Section 9.52.050.
- D. The applicant has previously had a permit revoked, in Oakland or in another jurisdiction, for violation of permit conditions or for unlawful conduct relating thereto and it is reasonably believed that similar violations or unlawful conduct will again occur;
- E. The granting of the permit will have a substantial adverse impact upon the public health, safety, or order; and/or
- F. The granting of the permit will result in substantial adverse impacts (including, but not limited to, noise, litter, traffic and congestion) upon the surrounding neighborhood or the community in general.
- G. Another complete special event application has been previously filed for a different event at the same time and place requested by the applicant, or so close in time and place as to cause traffic congestion or a demand for police services which the Police Department is unable to meet; or
- H. The time or size of the event will substantially interrupt the safe and orderly movement of pedestrian or vehicular traffic in the immediate vicinity of the event, or disrupt the use of a street at a time when it is usually subject to great traffic congestion; or
- I. The concentration of persons, animals and vehicles at the site of the event will prevent proper police, fire, ambulance, or other essential public services to areas contiguous to the event; or
- J. The size or duration of the event will require diversion of so great an amount of city police services that providing for the minimum level of police services to other areas of the city is jeopardized; or
- K. The event will substantially interfere with construction or maintenance work scheduled to take place upon or along the city streets or a previously granted encroachment permit; or
- L. The event will occur at a time and place where the noise created by the activities of the event will substantially disturb or disrupt the activities of such institutions as schools and hospitals; or
- M. Sponsors have failed to pay the city for previous special events or parade fees and costs.
- N. The applicant has previously had a permit revoked, in Oakland or in another jurisdiction, for violation of permit conditions or for unlawful conduct relating thereto and it is reasonably believed that similar violations or unlawful conduct will again occur; or
- O. The sponsor fails, or has failed in the past, to make provisions for attended bicycle parking, pursuant to Section 9.52.080; or
- P. The granting of the permit is likely to result in substantial negative impacts upon the delivery of city-wide police services and therefore pose a threat to the public health, safety and order due to the likelihood of the special event resulting in a call for a police emergency response.

The Chief of Police shall state, in writing, the reasons for any denial of the event permit. Any applicant whose application is denied shall have the right to request reconsideration of the denial. Reconsideration must be submitted to the Chief of Police or his designee within five days of issuance of the denial. Said request for reconsideration shall be in writing and shall state any and all reasons of any nature why the Chief of Police's stated reasons for denial are in error. Within five days of receipt of said request for reconsideration, the Chief of Police shall send written notice of his/her decision and or notice of hearing on the reconsideration request to the applicant. (Ord. 12132 § 1 (part), 1999)

9.52.100 Revocation of event permit.

An event permit may be revoked at any time during the event by the Patrol Division Commander, or his designee, for;

- A. Violation of any of the imposed permit conditions; or
- B. Failure to obtain and post any permit required by the State Alcoholic Beverage Control Board to serve alcoholic beverages; or for
- C. The occurrence of unlawful or criminal activity during the event.

Revocation shall be immediately effective upon public announcement of the revocation thereof by any police officer designated by the Patrol Division Commander to so act. (Ord. 12132 § 1 (part), 1999)

9.52.110 Penalties for violation of event permit requirements.

- A. Any violation of this chapter may be charged as a civil penalty or an infraction, as provided for in Title 1 of the Oakland Municipal Code, except as specified in subsection B of this section. Enforcement action specifically authorized by this section may be utilized in conjunction with, or in addition to, any other statutory, code, administrative or regulatory procedure applicable to this chapter. In addition, nothing in this section shall be interpreted to preclude or limit the City from seeking injunctive or other judicial relief.
- B. It shall be a misdemeanor for the event sponsor or his or her designee to refuse to terminate an event for violation of event conditions, or for holding an event without benefit of permit. (Ord. 12132 § 1 (part), 1999)

9.52.120 Extraordinary police costs and/or traffic control fees.

A. Prepayment of Fees. Before a special event permit may be issued the Chief of Police shall provide the applicant with a statement of the estimated cost of providing extra police officers for the event. The applicant/sponsor shall be required to pay these fees at a minimum two weeks in advance of the event.

B. Computing Extra Police Services. The extra police services shall be computed by determining the number of police officers who will be required for the special event beyond that which would otherwise be required at that time, multiplied by the number of hours for which such additional service is rendered at the rate of the city's full cost of providing officers on an hourly basis as established by the master fee schedule. Such personnel to perform the additional police services shall be determined by the Chief of Police in the number he or she determines is reasonably necessary for the event. Police personnel assigned to special events are city employees while so engaged and are under the sole direction of the Chief of Police.

C. Refunds or Additional Charges. If the actual cost for extra police services on the date of the event is less than the estimated cost pursuant to subsection A of this section, the applicant/sponsor will be promptly refunded the difference by the city from the general fund. If more police hours are required than originally charged, the event sponsor will be billed the additional costs. Payment of additional costs shall be due within fifteen (15) days of the date the bill is deposited in the mail. If full payment is not received within the required time for payment, the event sponsor is subject to interest charges at the maximum legal rate computed from the

date the payment period expires. If the event is cancelled less than five business days prior to the scheduled event, a cancellation fee will be assessed.

D. Failure to Reimburse for Additional Police Services. The cost of any additional extraordinary police services pursuant to subsection C of this section shall be collected from the event sponsor in any manner prescribed by law, including but not limited to placement of a lien on the event sponsor's property and/or an action in small claims court. This remedy is in addition to all other civil and criminal remedies available to the city.

E. The costs assessed against an event sponsor and/or promoter and/or facility operator for recoupment of the cost of additional extraordinary police services pursuant to subsection C of this section shall include: (1) the actual cost of salaries, benefits, and administrative overhead of the police personnel providing the services; (2) the cost of medical treatment for police personnel injured while providing services; (3) the cost to replace or repair city property damaged while providing the services; and (4) the cost incurred in making arrests while providing the services.

F. Any event sponsor and/or promoter and/or facility operator billed for additional extraordinary police services pursuant to subsection C of this section may request a hearing on the matter before a hearing examiner designated by the City Manager. In order to obtain a hearing, the event sponsor shall file a written request therefor within ten days of the date of the invoice mailed to the sponsor that shall state the grounds for appeal. When a written appeal is filed by the applicant, a hearing shall be set at a date and time not less than ten and not more than forty-five (45) days following the filing of the appeal. The event sponsor shall be notified of the date, time and place of the hearing. Upon conclusion of a hearing, the hearing examiner shall render a decision within fifteen (15) days. The hearing examiner's decision shall be final.

G. The event sponsor(s) and/or promoter(s) and/or facility operator(s) and/or facility owner(s) and their respective designees are all and each severally liable for the cost of additional extraordinary police services. (Ord. 12132 § 1 (part), 1999)

MEMORANDUM: Draft Bicycle Parking Ordinance, Supporting Documents

Comparison of Bicycle Parking, Shower, and Locker Requirements for Selected Cities

	Oakland				Similar Cities					Nearby Cities						Exemplary Cities													
	Long-term Proposed July 1999	Short-term Proposed July 1999	Long-term Proposed 2007	Short-term Proposed 2007	Sacramento	Portland Long-term	Portland Short-term	Seattle	Denver	San Francisco Long-term	San Francisco Short-term	Berkeley	Alameda	San Leandro	San Jose	Emeryville* Long-term	Emeryville* Short-term	Vancouver: Long-term (Class A)	Vancouver: Short-term (Class B)	Ottawa*									
Population			399,484		407,018		529,121		563,374		554,636		776,773		102,743		72,259		79,452		894,943		6,882		6,882		545,671		337,031
Land Area			56.06		97.16		134.32		83.87		153.35		46.69		10.46		10.8		13.13		174.86		1.22		1.22		44.27		42.5
Population Density			7,126.01		4,189.15		3,939.26		6,717.23		3,616.80		16,636.82		9,822.47		6,690.65		6,051.18		5,118.05		5,640.98		5,640.98		12,325.98		7,930.14
Bike Mode Share			1.22		1.35		1.76		1.88		0.95		1.98		5.62		1.39		0.63		0.62		0.35		1.35		1.86		1.92
Space Requirements																													
Footprint	No quantitative req.	No quantitative req.	2.5' x 6'	No quantitative req.	2'w x 6'd	2' x 6'				2'w x 6'	2'x6' 78" vertical clearance									2'x6'	18" w x 6' d	18" w x 6' d			1.97'd x 0.656'w x 5.91' l x 3.94' h	0.984251' w	horiz: 1.97' w x 5.91' l vert: 1.64' w x		
Maneuverability	No quantitative req.	No quantitative req.	30" clearance in all directions and a 4' aisle	No quantitative req.	5'	5' aisle				2' from parallel wall; 30" from perpendicular wall; 5' aisle	5' aisle									2' from parallel wall; 30" from perpendicular wall; 5' aisle	5' aisle	5' aisle				3.94' aisle; 1.64' behind	4.92' aisle		
Broad Requirements																													
					For new or expanded developments: Outside CBD: 5% off off-street auto parking. 50% shall be Class I, the remaining may be Class I, II, or III.				When any auto parking is covered, bicycle parking shall be covered in most cases.	Nonresidential uses w/auto requirements 15-40 spaces: 2; Greater than 40 auto spaces: 5% of auto (both off-street but can be racks)				Can provide either lockers or racks.	Wherever auto parking is required, bike parking shall be provided at 10% of auto (racks or lockers)	All requirements are for short-term	Racks or lockers												When req'd bike parking exceeds 50, a min of 25% shall be long-term (office or residential only)
Residential																													
									Downtown: 1 per 2 DU																				
One-Family Dwelling, One-Family Dwelling w/Secondary Unit, Two-Family Dwelling	No spaces required.	No spaces required.	No spaces required.	No spaces required.																							None.		
Multifamily						1 per 4 units	2, or 1 per 20 units whichever is larger	5-10 Units: 1 parking space; 11-20 units: 2 spaces; more than 20: 1 for every 10 units					4-50 units, .5 per DU; 50+ units, 25 plus 0.25 for every unit over 50								1 per 4 units	1 per every DU	1 per 4 visitor auto spaces	Mixed-use multifamily: 1.25 per DU w/exceptions.	Min of 6 spaces for any development containing a min of 20 du's.	.5 per DU			
Multifamily Dwelling with Private Garage for each unit.	No spaces required	2, or 1 per 10 units	No spaces required	2, or 1 per 20 units. Min of 2 spaces.																									
Multifamily Dwelling without Private Garage for each unit.	2, or 1 per 2 units	2, or 1 per 10 units	1 per 4 DU. Min of 2 spaces.	1 per 20 DU. Min of 2 spaces.																									
Multifamily Senior Housing			1 per 10 units. Min of 2 spaces.	1 per 20 DU. Min of 2 spaces.																									
Rooming House.	2, or 1 per 2 bedrooms	2, or 1 per 10 residents	1 per 8 residents. Min of 2 spaces.	No spaces required.			1 per 8 residents. Group living: 2, or 1 per 20 residents whichever is larger																					.25 per DU	
Mobile Home.	2, or 1 per 2 units	2, or 1 per 10 units	1 per 20 units.	No spaces required.																									
HBX Life/Work Lofts			1 per 4 DU. Min of 2 spaces.	1 per 20 DU. Min of 2 spaces.																									
Residential Care, Service-Enriched Permanent Housing			1 per 20 employees, or 1 per 70,000 s.f. of net bldg area, whichever is greater. Min of 2 spaces.	2 spaces.																									
Transitional Housing			1 per 8 residents. Min. of 2 spaces.	1 per 20 DU. Min of 2 spaces.																									
Emergency Shelter Residential			1 per 20 employees, or 1 per 70,000 s.f. of net bldg area, whichever is greater. Min of 2 spaces.	1 per 5,000 s.f. Min of 2 spaces.																									
Civic																													
													City owned: 1-20 emp, 2; 21-50 emp, 4; 51-300, 5% of emp; 300+ at least 3% of emp but no less than 16		City owned: 1-40, 2; 41-50, 4; 51-100, 6; 100+, 8 (50% must be covered)														Generally 1 per 5,382 s.f.
Essential Service; Limited Childcare	2, or 1 per 10 employees	No spaces required.	No spaces required.	No spaces required.																									
Community Assembly	2, or 1 per 10 employees	2, or 1 per 30 average daily visitors.	To be prescribed by Director of City Planning.	To be prescribed by Director of City Planning.		Parks: per CU review	Parks: per CU review	Institutions: 5% of auto, in multifamily zones																					Institutions: 1 per 5,382 s.f.

MEMORANDUM: Draft Bicycle Parking Ordinance, Supporting Documents

Comparison of Bicycle Parking, Shower, and Locker Requirements for Selected Cities

	Oakland Long-term Proposed July 1999	Oakland Short-term Proposed July 1999	Oakland Long-term Proposed 2007	Oakland Short-term Proposed 2007	Similar Cities					Nearby Cities						Exemplary Cities				
					Sacramento	Portland Long-term	Portland Short-term	Seattle	Denver	San Francisco Long-term	San Francisco Short-term	Berkeley	Alameda	San Leandro	San Jose	Emeryville* Long-term	Emeryville* Short-term	Vancouver: Long-term (Class A)	Vancouver: Short-term (Class B)	Ottawa*
Churches, temples, and synagogues	2, or 1 per 10 employees	2, or 1 per 40 fixed seats.	1 per 4,000 s.f. of net bldg area or per 40 fixed seats, whichever is greater. Min of 2 spaces.	1 per 2,000 s.f. of net bldg area or per 40 fixed seats, whichever is greater. Min of 2 spaces.		2, or 1 per 4,000 s.f. whichever is larger	2, or 1 per 2,000 s.f. whichever is larger								1 per 10 auto spaces.			None	A min of 6 spaces	
Community Education: Public, parochial, and private day-care centers for fifteen (15) or more children.	2, or 1 per 10 students plus 1 per 10 employees	2, or 1 per classroom	1 per 20 employees plus 1 per 20 students of planned capacity. Min of 2 spaces.	2 spaces.		(Childcare) 2, or 1 per 10,000 s.f. whichever is larger		General Education Institutions: 10% of maximum students at peak hour plus 5% of employees							(Daycare) 1 per 10,000 s.f.; Private learning institution: 1 per 20,000 s.f.					1 per 1076 s.f.
Public, parochial, and private nursery schools, kindergartens, and elementary schools.	2, or 1 per 10 students plus 1 per 10 employees	2, or 1 per classroom	1 per 20 employees plus 1 per 20 students of planned capacity. Min of 2 spaces.	2 spaces.		2 per classroom, or per CU or IMP review									2 per classroom			General school: a min of 1 space per 25 employees	1 space per every 20 students.	
Community Education: Public, parochial, and private junior high and high schools.	2, or 1 per 10 students plus 1 per 10 employees	2, or 1 per classroom	2 per 20 employees plus 2 per 20 students of planned capacity. Min of 2 spaces.	2 spaces.		4 per classroom, or per CU or IMP review									4 per classroom			Secondary: 0.4 spaces per 10 students on max attendance period.	0.6 spaces per 10 students on max attendance period.	
Nonassembly Cultural.	2, or 1 per 10 employees	2	1 per 20 employees. Min of 2 spaces.	Spaces for 2% of maximum expected daily attendance.														1 per 5,382 s.f.	1 per 16,146 s.f.	
Health Care.	2, or 1 per 3,500 s.f.	2, or 1 per 20,000 s.f.	1 per 20 employees, or 1 per 70,000 s.f. of net bldg area, whichever is greater. Min of 2 spaces.	1 per 40,000 s.f. of net bldg area. Min of 2 spaces.		2, or 1 per 70,000 s.f., (whichever is larger), or per CU or IMP review	2, or 1 per 10,000 s.f.(whichever is larger), or per CU or IMP review	2% of employees, including doctors, present at peak hour							1 per 40,000 s.f.			A min of 1 space for every 25 employees on a max work shift.	A min of 6 spaces at each public entrance.	1 per 10,764 s.f. Nursing home: .25 per unit.
Utility and Vehicular: Communications equipment, installations and exchanges, electrical substations, emergency hospitals operated by a public agency, gas substations, neighborhood newscarrier distribution centers, firestations.			No spaces required.	No spaces required.																
Police Stations; Post Offices, excluding major mail processing centers.	2, or 1 per 10 employees	2	1 per 20 employees. Min of 2 spaces.	2 spaces.																
Publicly operated off-street parking lots and garages	2, or 1 per 10 employees	2	No spaces required.	Min of 6 spaces or 1 per 20 auto spaces (lots excepted).																
Extensive impact			Prescribed by Director of City Planning.	Prescribed by Director of City Planning.																
Colleges and universities.	2, or 1 per 10,000 s.f. bldg floor area plus 1 per dorm unit.	2, or 6% number of students plus 3% number of employees.	1 per 20 employees plus 1 per 10 students or 1 per 20,000 s.f. (greater)	1 per 10 students.		2, or 1 per 20,000 s.f. (whichever is larger), or per CU or IMP review	2, or 1 per 10,000 s.f. (whichever is larger), or per CU or IMP review											0.4 spaces per 10 students on max attendance period.	0.6 spaces per 10 students on max attendance period.	dorm: .75 per DU; general post secondary: 1 per 2691 s.f.
Railroad and bus terminals	2, or 1 per 10 employees	2	Spaces for 5% of projected max daily ridership	No spaces required.		Transit Stations: 8; Park-and-ride: 10, or 5 per acre (whichever is larger)														1 per 10764 s.f.
All other categories	2, or 1 per 10 employees	2	Prescribed by Director of City Planning.	Prescribed by Director of City Planning.		Comty Svc: 2, or 1 per 10,000 s.f. of net bldg area.	Comty Svc: 2, or 1 per 10,000 s.f. of net bldg area.								Commy Svc: 1 per 15,000 s.f.					

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	Oakland				Similar Cities					Nearby Cities							Exemplary Cities				
	Long-term Proposed July 1999	Short-term Proposed July 1999	Long-term Proposed 2007	Short-term Proposed 2007	Sacramento	Portland Long-term	Portland Short-term	Seattle	Denver	San Francisco Long-term	San Francisco Short-term	Berkeley	Alameda	San Leandro	San Jose	Emeryville* Long-term	Emeryville* Short-term	Vancouver: Long-term (Class A)	Vancouver: Short-term (Class B)	Ottawa*	
Commercial Activity																					
					For new or expanded developments: CBD: 10% of off-street auto parking. 50% Class I, the remaining may be Class I, II, or III.			NCD or mixed use: 10% of auto.		General Commercial: 10,000-20,000 s.f., 3 spaces; 20,001-50,000, 6 spaces; exceeds 50,000 s.f. 12 spaces (can be long or short-term)	Note: Commercial req. includes major renovations that increase in square footage and has an estimated construction cost of at least \$1,000,000.	1 space per 2,000 s.f. of gfa of commercial space.			5% of auto parking	1 per 20 auto spaces	1, or 1 per 30 auto parking spaces whichever is greater	1 or 1 per 20 auto parking spaces whichever is greater	Office: 1 space per 8073 g.s.f.	Office: 6 spaces for any development containing a min of 21528 g.s.f.	Retail and retail food w/ 86,111 g.s.f., Shopping center: 1 per 5382 s.f.; unspecified non-residential uses: 1 per 16,146 s.f.
Retail: General Food Sales. Convenience Market. Fast Food Restaurant. Alcoholic Beverage Sales. Convenience Sales and Service. Mechanical or Electronic Games. General Retail Sales. Large-scale combined retail and grocery sales. General Personal Service. Check Cashier and Check Cashing Activity. Consumer Laundry and Repair.	2, or 1 per 8,000 s.f.	2, or 1 per 5,000 s.f.	1 per 12,000 s.f. Min of 2 spaces.	1 per 5,000 s.f. Min of 2 spaces.		Gen Retail: 2, or 1 per 1,200 s.f. (whichever is larger)	Gen Retail: 2, or 1 per 5,000 s.f. (whichever is larger)	Dwntn: Retail over 10,000 s.f.: 1 per 5,000 s.f.		General retail: 25,000-50,000 s.f., 3 spaces; 50,001-100,000 s.f. 6 spaces; exceeds 100,000 s.f., 12 spaces (can be either long or short term)							General retail: 1 space per 8073 s.f.	General retail: a min of 6 spaces for any development containing 10764 g.s.f.	1 per 2691 s.f. OR Retail: 1 per 16,146 s.f.		
Retail Business Supply. General Wholesale Sales. Construction Sales and Service.			1 per 10,000 s.f. Min of 2 spaces.	1 per 20,000 s.f. Min of 2 spaces.																	
Office: Consultive and Financial Services. Administrative Commercial. Business and Communication Service.	2, or 1 per 3,000 s.f.	2, or 1 per 10,000 s.f.	1 per 10,000 s.f. Min of 2 spaces.	1 per 20,000 s.f. of net bldg area. Min of 2 spaces.		Office: 2, or 1 per 10,000 s.f. (whichever is larger)	Office: 2, or 1 per 40,000 s.f. of net bldg area (whichever is larger)	Dwntn office: 1 per 5,000 s.f. gfa									Office, research, dev: 1 per 50 auto spaces.			Office: 1 per 2691 s.f.	
Medical: Medical Service. Animal Care.	2, or 1 per 8,000 s.f.; 2, or 1 per 10 employees.	2, or 1 per 5,000 s.f.; 2	1 per 12,000 s.f. Min of 2 spaces.	1 per 5,000 s.f. Min of 2 spaces.																	
Auto Related: Automotive Sales, Rental, and Delivery.			1 per 12,000 s.f. Min of 2 spaces.	1 per 20,000 s.f. Min of 2 spaces.																	
Automotive Servicing, Automotive Repair and Cleaning	2, or 1 per 10 employees		2 1 per 20 employees. Min of 2 spaces.	No spaces required.																	
Automotive Fee Parking.	10, or 1 per 20 auto spaces	No spaces required.	1 per 20 auto spaces. Min of 2 spaces.	No spaces required.		10, or 1 per 20 auto spaces (whichever is larger)				W/in 6 months must provide either long/short term: Min of 6 spaces. 120-500 auto spaces: 1 per 20. More than 500 auto, 25 plus 1 per 40, over 500, up to max of 50.	W/in 6 months must provide either long/short term: Min of 6 spaces. 120-500 auto spaces: 1 per 20. More than 500 auto, 25 plus 1 per 40, over 500, up to max of 50.						As determined by the Director of Planning in consultation with the City Engineer.	As determined by the Director of Planning in consultation with the City Engineer.			
Other Commercial																					
Group Assembly.	2, or 1 per 10 employees	2	Prescribed by Director of City Planning.	Prescribed by Director of City Planning.		Major Event: 10, or 1 per 40 seats (whichever is larger) or per CU review; Outdoor recreation: 10, or 1 per 20 auto.											Major Event: 1 per 50 auto spaces; Outdoor recreation: 1 per 20 auto			A min of 1 space for each 5382 s.f. of floor area used for assembly purposes	Min of 6 spaces for each 16,146 s.f. of floor area used for assembly.
Research Service	2, or 1 per 3,000 s.f.	2, or 1 per 10,000 s.f.	1 per 10,000 s.f. Min of 2 spaces.	1 per 40,000 s.f. of net bldg area. Min of 2 spaces.																	
Transient Habitation.	2, or 1 per 10 employees	2	1 per 20 rentable rooms. Min of 2 spaces.	2 per 20 rentable rooms. Min of 2 spaces.		2, or 1 per 20 rentable rooms (larger)	2, or 1 per 20 rentable rooms (larger)	0.05 per hotel room													
Transport and Warehousing.	2, or 1 per 10 employees	None	1 per 40,000 s.f. Min of 2 spaces.	No spaces required.		2, or 1 per 40,000 s.f. (whichever is larger)											Warehouse: 10% of auto parking			1 per 21528 s.f.	
Undertaking Service	2, or 1 per 10 employees	2	1 per 12,000 s.f. Min of 2 spaces.	2 spaces.																	
Scrap operation	2, or 1 per 10 employees	None	1 per 20 employees. Min of 2 spaces.	No spaces required.																	

Comparison of Bicycle Parking, Shower, and Locker Requirements for Selected Cities

	Oakland Long-term Proposed July 1999	Oakland Short-term Proposed July 1999	Oakland Long-term Proposed 2007	Oakland Short-term Proposed 2007	Similar Cities					Nearby Cities							Exemplary Cities					
					Sacramento	Portland Long-term	Portland Short-term	Seattle	Denver	San Francisco Long-term	San Francisco Short-term	Berkeley	Alameda	San Leandro	San Jose	Emeryville* Long-term	Emeryville* Short-term	Vancouver: Long-term (Class A)	Vancouver: Short-term (Class B)	Ottawa*		
Manufacturing and All Other Activities																						
Manufacturing and Production: Custom, Light, General, and Heavy Manufacturing. Small Scale and Industrial Transfer and Storage Hazardous Waste Management. Residual Repositories Hazardous Waste Management.	2, or 1 per 10 employees	No spaces required.	1 per 15,000 s.f. of net bldg area. Min of 2 spaces.	No spaces required.		2, or 1 per 15,000 s.f. (whichever is larger)												2 per 10764 s.f. of g.f.a. or 1 per 25 employees on a max shift, whichever is greater.	None.			
Agricultural and Extractive activities																		None	None			
Plan Nursery Agricultural	2, or 1 per 10 employees	No spaces required.	Prescribed by Director of City Planning.	Prescribed by Director of City Planning.																		
Crop and Animal Raising Agricultural. Mining and Quarrying Extractive.	2, or 1 per 10 employees	No spaces required.	No spaces required.	No spaces required.																		
Other Activities																						
Joint living and working quarters			No spaces required.	1 space for each 20 units. Minimum requirement is 2 spaces.																		
All other activities			Prescribed by Director of City Planning.	Prescribed by Director of City Planning.		Aviation & Surface Passenger Terminals, Detention Facilities: per CU review	Aviation & Surface Passenger Terminals, Detention Facilities: per CU review										General Industrial: 1 per 50 auto spaces.					
Shower / Locker Requirements																						
						In CX and EX zones (central city), for each square foot of area developed and committed to locker room facilities, a bonus of 40 square feet of additional floor area is earned.	Dwntn: Structures containing over 250,000 s.f. of office space shall provide shower facilities and clothing storage areas. 1 shower per gender for every 250,000 s.f. of office use.				General Commercial: 10,000-20,000 s.f., 1 shower and two clothes lockers; 20,001-50,000 s.f., 2 showers and 4 clothes lockers; exceeds 50,000 s.f., 4 showers and 8 clothes lockers						Warehouse (85,000-425,000 s.f.): 1 shower; (425,001-635,000): 2 showers, plus on additional for each additional 425,000 s.f. of use above 635,000 s.f.;			Where Class A bicycle spaces are required for a non-dwelling use, a minimum clothing lockers equal to 0.7 times the min number of Class A spaces shall be provided for each sex and shall be a min of 45 cm d, 30 cm w, and 90 cm h.		Auto parking for any use may be reduced by 1 space for every 140 s.f. of gfa provided as shower rooms, locker rooms, and other facilities intended for the bicyclist use in conjunction with required or provided bike parking.
										General retail: (25,000-50,000 s.f.) 1 shower and 2 clothes lockers; (50,001-100,000 s.f.) 2 showers and 4 clothes lockers; (exceeds 100,000 s.f.) 4 showers and 8 clothes lockers					General Industrial (40,000-200,000): 2 showers; (200,000-300,000): 3 showers plus 1 additional shower per each 200,000 of use above 300,000 s.f.			For each gender per class A bike space. 0-3: WC=0, WB=0, S=1; 4-29: WC=1, WB=1, S=1; 30-64: WC=2, WB=1, S=1; 65-94: WC=3, WB=2, S=3; 95-129: WC=4, WB=2, S=4; 130-159: WC=5, WB=3, S=5; 160-194: WC=6, WB=3, S=6; Over 194 see notes				
										Applies to new bldgs and renovated bldgs that involved enlargement or a commercial or industrial bldg and has an estimated cost of at least \$1,000,000.					ORD (30,000-150,000): 2 showers; (150,001-225,000): 3 showers plus 1 per additional 150,000 sf. above 225,000 s.f.			Each station shall be provided with: mirror, electrical outlet, and a countertop min of 23.6" w x 9.84" d				