



Update of Oakland's Off-Street Parking Regulations

Presentation of Proposals
10-22-15

On-Street Parking



Off-Street Parking



Presentation Overview

- Why is parking important
- Review of Oakland's current regulations
- Why update parking requirements
- Goals of the Parking Update
- Proposals
- Next steps
- Q & A





Importance of Parking

The Economics of Parking



Importance of Parking

Effect on Transit Use



Importance of Parking

Spillover and Neighborhood Impacts



Review of Oakland's Current Regulations

- Chapter 17.116 of the Planning Code
- Other regulations are embedded in other parts of the Code
- Requirements are typically expressed as “minimum number of spaces”
- Some variation in requirements based on zoning district (e.g., Downtown, Specific Plan Areas, proximity to transit)



Oakland's Current Regulations

- Chapter 17.116 -- number of spaces for:
 - ❖ Residential activities
 - ❖ Commercial activities
 - ❖ Industrial activities
 - ❖ Civic activities
 - ❖ Agricultural activities
- Calculation “rules” and exceptions
- Reuse of an existing structure (vs new)
- Property where parking must be provided
- Parking space dimensions
- Driveway and maneuvering aisle standards



Oakland's Current Regulations

USE	TYPICAL REQUIREMENTS
Parking space per dwelling unit	One (1) to two (2) spaces
New church in a neighborhood commercial zone	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
Office	One (1) space for each 600 square feet of floor area in most areas outside of Downtown
Fast food restaurant in a community commercial area	One (1) space for each 200 square feet of floor area.
Convenience market in a neighborhood commercial zone	One (1) space for each 300 square feet of floor area.
Automotive repair	One (1) space per 1,000 square feet of floor area



Why Update Parking Requirements

Since 1965...

- Policies have changed
- Transit has changed
- Oakland has changed

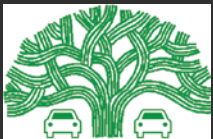
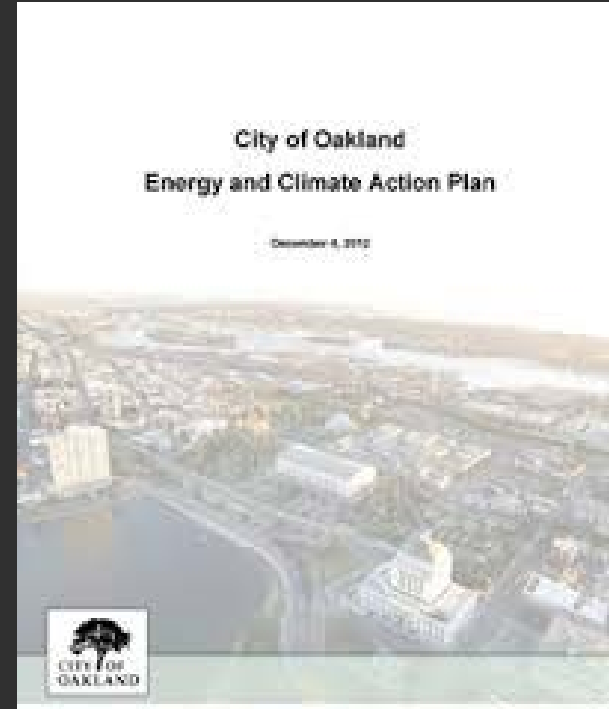
Oakland's parking regulations have not kept up!



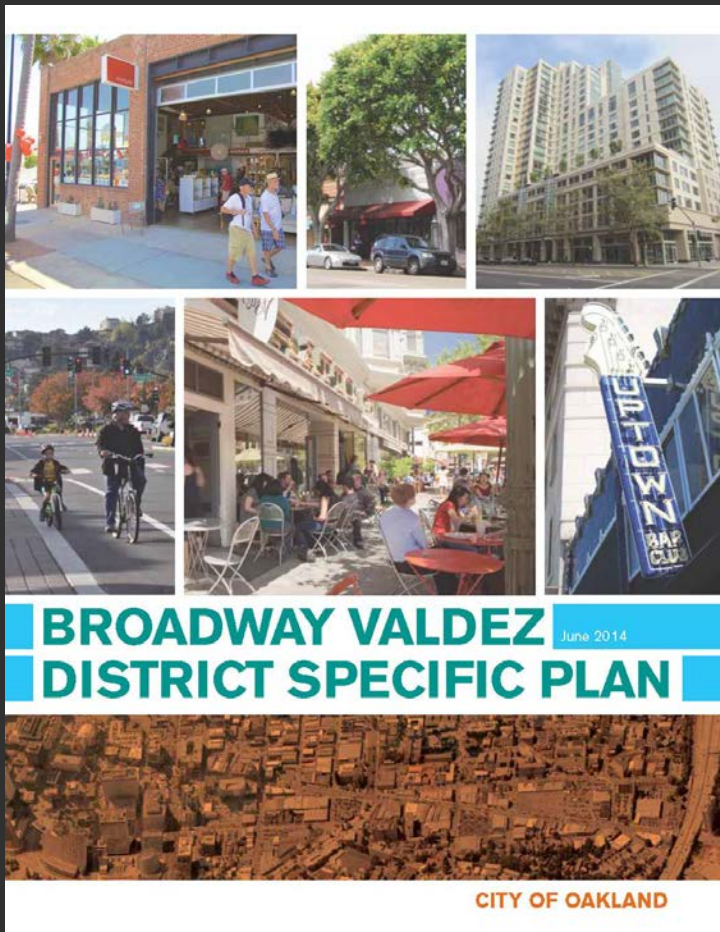
Why Update Parking Requirements

Policy Framework

- Oakland Land Use and Transportation Element
- TOD Plans
- Climate Action Plan
- “Transit First” Policy
- Housing Equity Roadmap



Why Update Parking Requirements



Goals of the Parking Update

- Support the vitality of commercial districts
- Reduce adverse effects of parking on neighborhood livability
- Contribute to neighborhood walkability
- Achieve consistency with sustainability goals
- Encourage efficient use of land
- Increase housing supply and affordability



Goals of the Parking Update

- How much is “not enough”?
- How much is “too much”?



CITY PROPOSAL



DRAFT

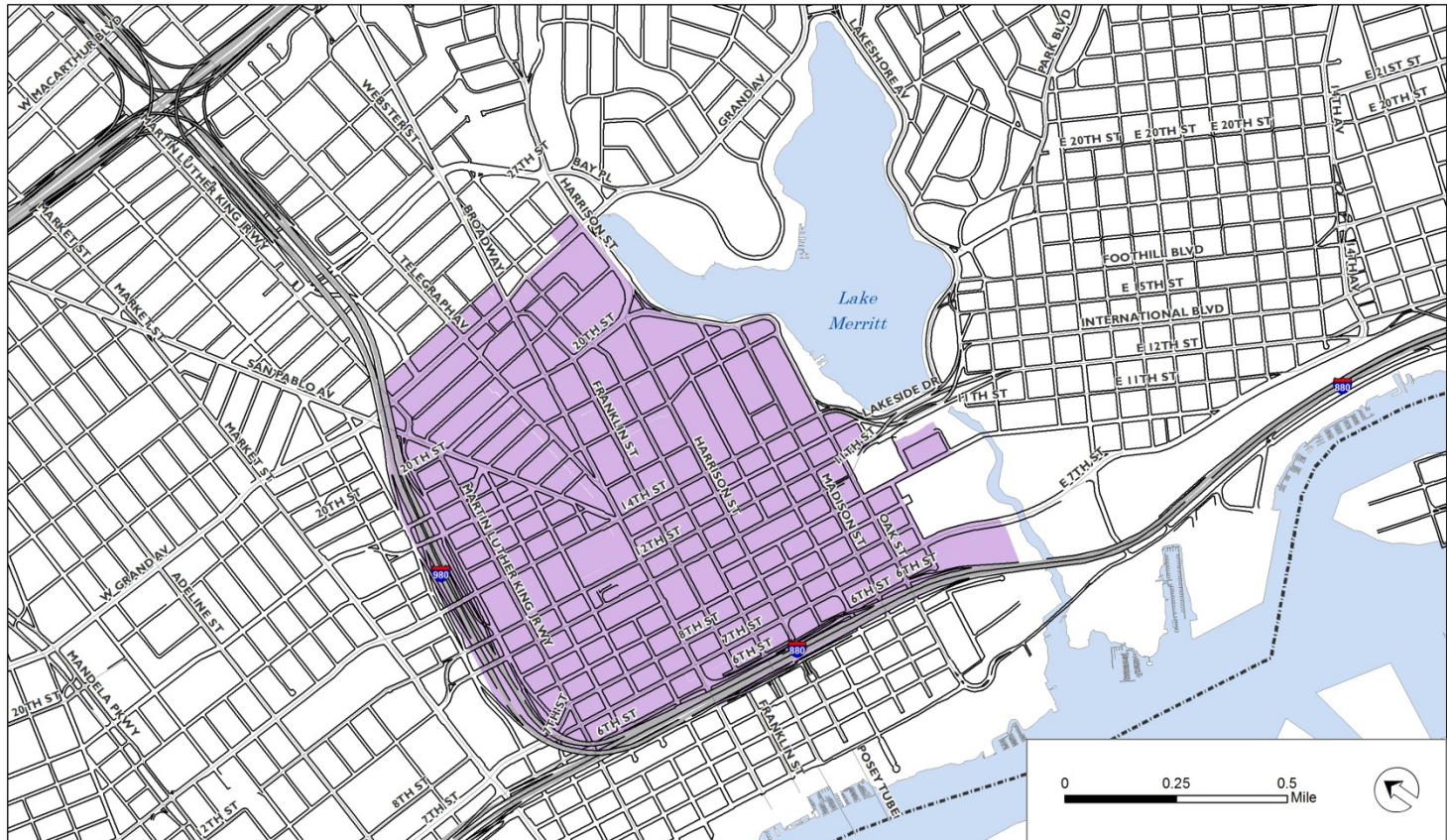
Proposal #1

DOWNTOWN

- No parking requirement for new construction
- Required unbundled parking
- Transit passes/information for residents



Proposal #1



Central Business District

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Proposal #2

COMMERCIAL PARKING REQUIREMENT DEPENDS ON FLOOR OF NEW BUILDINGS



Upper stories:
one parking space per
1,000 sf of floor
area

Ground Floor:
One parking
space per 600 sf
of floor area



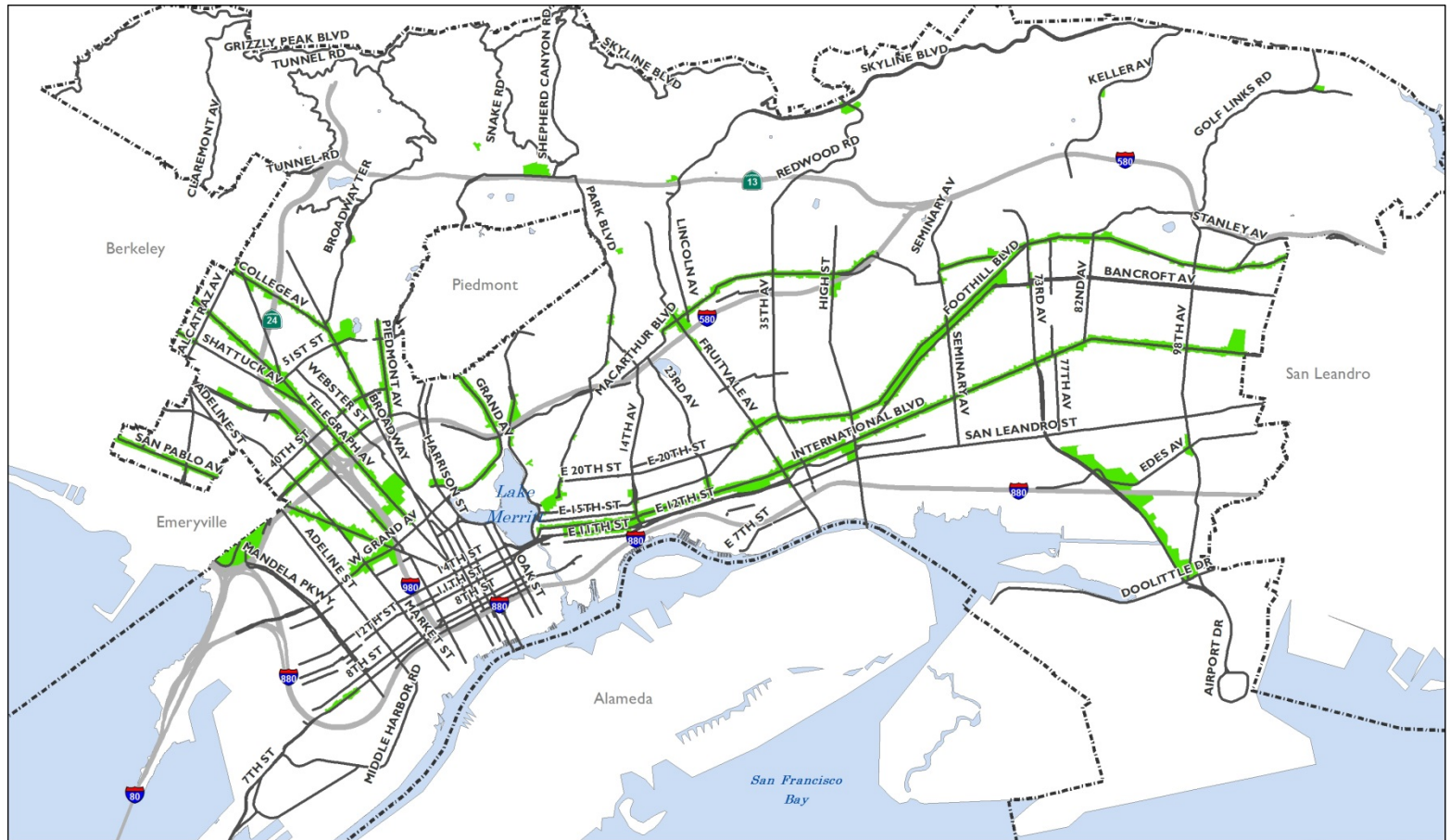
Proposal #3

REDUCTION IN PARKING REQUIREMENTS ON MAJOR CORRIDORS

Strategy	Reduction
Car sharing	10 percent
Transit passes	10 percent
Unbundled parking	15 percent
Within ½ mile of BART or BRT (market rate)	20 percent
Within ½ mile of BRT (affordable housing)	50 percent
Other affordable housing	20 percent
*Baseline of one parking space per unit	
*Parking requirement never reduced more than 50%	



Proposal #3



Commercial Corridors

0 0.5 1
Mile



Planning and Building Department
October 2015



Proposal #3

REDUCTION IN PARKING REQUIREMENTS ON MAJOR CORRIDORS



- Baseline requires one space per unit
- 200 living units in building
- Proposed features:
 - ❖ Car sharing -- 20% reduction
 - ❖ Unbundled parking -- 15% reduction
 - ❖ Within ½ mile of transit -- 20% reduction
- Total of 100 parking spaces required (cannot reduce parking requirement to more than 50%)



Proposal #4

REDUCTION IN PARKING FOR SENIOR HOUSING “BY RIGHT”



Proposals #5 - #6

CHANGE OF USE WITHIN EXISTING BUILDINGS



Proposal #6

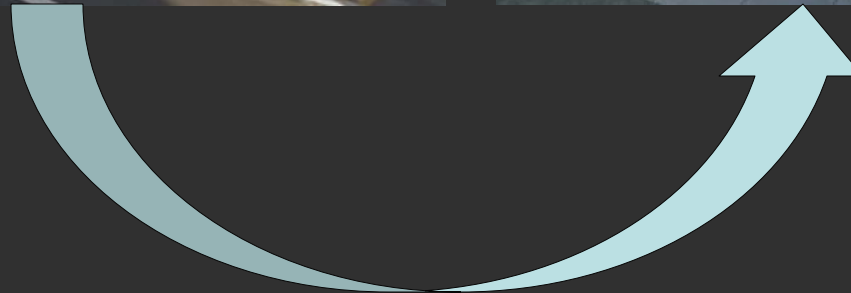


**ADDITIONAL PARKING NOT REQUIRED FOR
EXPANSIONS TO HISTORIC BUILDINGS**



Proposal #7

FLEXIBLE USE PARKING



Proposal #8

Off-Site Parking

	Existing Regulation	Proposed Regulation
Residential location	Neighborhood Commercial and Downtown Zones	All Commercial and High Density Residential Zones
Commercial location	Any Zone	Any Zone
Distance between activity and parking	300 feet	300' (by right) 600' (with a CUP)
Ownership of parcels	Parcels of common ownership	Common ownership not required



Proposal #9



**REDUCE PARKING REQUIRED ON NARROW
INTERIOR LOTS IN NEIGHBORHOOD
COMMERCIAL ZONES**



Proposal #10



**REMOVE PARKING REQUIREMENTS FOR CIVIC
ACTIVITIES IN ZONES AT TRANSIT DISTRICTS**



Proposal #11

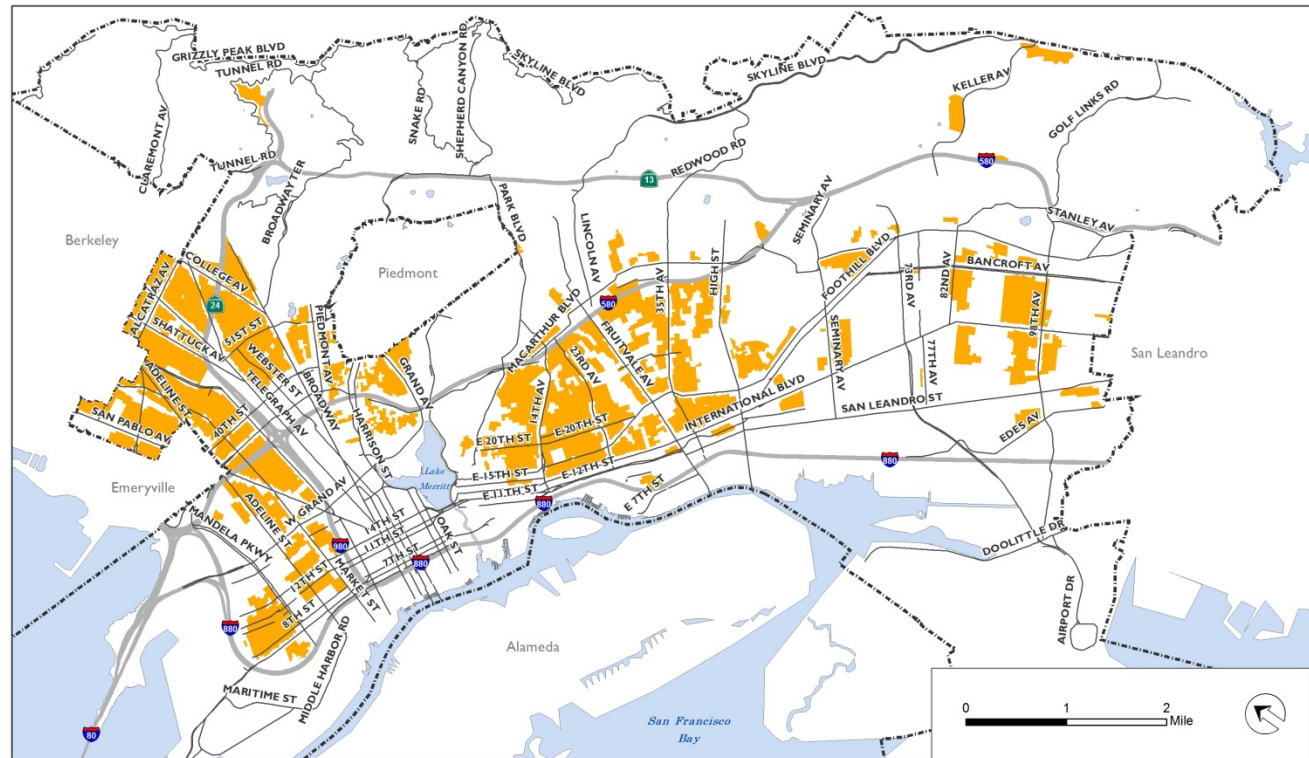
PARKING REQUIREMENTS IN THE RM (MIXED HOUSING TYPE RESIDENTIAL) ZONES

	Existing Regulation (spaces)	Proposed Regulation (spaces)
RM-1	1.5 per unit	1.0 per unit
RM-2	1.5 except 1.0 per unit on small lots (less than 4,000 sf or 45 ft in width)	1.0 per unit
RM-3 and RM-4	1.0 per unit	1.0 per unit (no change)



Proposal #11

MIXED HOUSING TYPE RESIDENTIAL ZONES



RM-1 and RM-2 Zoning

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Proposals #12 and #13



**PARKING LOCATION AND DRIVEWAY WIDTH
FOR SINGLE FAMILY HOMES/DUPLEXES**



Proposals #14 and #15

AISLE WIDTH AND PARKING OBSTRUCTIONS



Next Steps

- Second meeting next week with the same agenda from **6:00 to 8:00 PM** at the **Fruitvale-San Antonio Senior Center (3301 E. 12th St. Suite 201)**
- Zoning Update Committee
- Planning Commission
- CED Committee
- City Council



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