

## **PROPOSAL FOR A MIXED-USE DISTRICT PERMIT PARKING PROGRAM**

Prepared by the Parking & Transportation Committee of the Jack London District Association The Committee is comprised almost equally of representatives of businesses and residents of the District.  
May 30, 2006

Consistent with work completed in 2003 and 2004 by the Ad-Hoc Jack London District On-Street Parking Improvement Committee, the newly formed JLDA Parking & Transportation Committee recommends the following proposal to the Oakland City Council:

1. **PARKING PERMITS**: JLDA proposes that the City adopt an ordinance creating a Mixed-Use District Permit Parking Program that includes the following points:

- The area covered by permit parking must have non-residential zoning (not zoning that prohibits residential, just zones other than R- zones). Boundaries of the proposed Jack London Mixed-Use Permit Parking District are shown on the attached map (generally Oak to Brush and Embarcadero to 5<sup>th</sup> Street). *Appropriate areas for this program would be those that currently have unlimited, unregulated parking in most of the proposed area. Inappropriate areas would be those with mostly parking meters and/or 1-hour or 2-hour time-limited parking zones.*
- A permit will exempt the vehicle it is attached to from citations wherever there is 3-hr or 4-hr time-limited parking. It will not exempt that vehicle from citations at parking meters, in 1-hr or 2-hr parking zones, or in green, white, yellow, blue, or red zones.
- Every mailing address within the district will be eligible for one parking permit. An individual's association with that mailing address can be established with a utility bill, a driver's license, a business license, a lease document, or a property ownership document.
- Each permit must be attached to a licensed motor vehicle.
- All permits will cost \$100 per year.
- 1-day and 7-day permits, currently issued in residential districts for visitors and rental vehicles, etc., will be available in the Mixed-Use Permit Parking District at the same prices as in residential districts.
- A business license or non-profit organization document will entitle such an entity to additional parking permits.
- Additional permits can be purchased only by a business or non-profit organization's owner or CEO, or a representative with written authorization. Purchaser must certify that permits will be attached to vehicles that are used by employees of that entity or others conducting business with or for that entity within the Mixed-Use District's boundaries. Permits may not be used to store or park vehicles within the district while vehicle owners are conducting business outside the district. Violators will be penalized.
- The program will sunset in 3 years unless renewed by City Council.
- The program will be reviewed annually by JLDA and City Council. The purpose of this review will be for City Council to (A) continue program as is; (B) make changes; and/or (C) extend sunset date by one year, thereby keeping the 3-year program in place.

2. **TIME LIMITED PARKING**: Pursuant to OMC 10.28.180, 10.28.190, and 10.28.210, JLDA proposes the City approve a resolution to authorize installation of signs limiting parking to no more than four hours throughout the district shown on the attached map (generally Oak to Brush and Embarcadero to 5<sup>th</sup> Street). The resolution should include criteria for adding, changing, or removing signs on a block-by-block basis and notification procedures that include property owners, business owners, and residents on both sides of the street.

3. **IMPLEMENTATION**: JLDA proposes that the City install the approved time-limited parking zone signs in conjunction with adoption and implementation of the Mixed-Use District Permit Parking Program.