



AGENDA REPORT

TO: Jestin D. Johnson
City Administrator

FROM: William A. Gilchrist
Planning and Building
Director

SUBJECT: Subdivision Code (Title 16) and
Planning Code (Title 17) Amendments

DATE: April 29, 2024

City Administrator Approval

Date:

RECOMMENDATION

Staff Recommends That The City Council Conduct A Public Hearing And, Upon Conclusion, Adopt an Ordinance:

1) Amending The Oakland Planning Code (Title 17) Of the Oakland Municipal Code (OMC), As Recommended By The City Planning Commission, To: (A) Update Regulations For Accessory Dwelling Units (ADUs) And Junior Accessory Dwelling Units (JADUs) To Comply With State Law And Implement Miscellaneous And Clean-Up Changes In Support Of The Title 17 Amendments Adopted In October 2023 To Streamline The Development Review Process For Small Projects And Improve The City's Ability To Approve More Complex Projects, Such As Housing, And (B) Provide Written Findings In Support of ADU Planning Code Regulations Restricting the Development of ADUs In The S-9 Overlay Zone and For Non-Habitable Space In Multi-Family Buildings; And

2) Amending The Oakland Subdivision Code (Title 16) of the OMC To Remove The Prevalent Lot Size Requirement, In Line With Previous Title 17 Changes Adopted in October 2023; And

3) Making Appropriate California Environmental Quality Act Findings.

EXECUTIVE SUMMARY

The City of Oakland (City) adopted its Accessory Dwelling Unit (ADU) [Ordinance No. 13677 C.M.S.](#) on January 18, 2022. The California Department of Housing and Community Development (State HCD) reviewed the Ordinance and sent a technical assistance letter to the Planning and Building Director on July 5, 2023 (**Attachment A**). The letter stated that while the Ordinance addresses many statutory requirements, there are some instances where the Ordinance does not comply with State ADU Law. Additionally, there were some instances where State ADU Law has changed since the adoption of Ordinance No. 13667. State HCD provided 23 written findings of instances where the Ordinance was either not in compliance with California Government Code

Sections 65852.2 and 65852.22 or needed to be updated to address updates to State ADU Law. Staff responded to this letter on August 4, 2023, within the statutorily prescribed time period of thirty (30) days, addressing each of State HCD's 23 comments. Staff's response letter is included as the City's Findings in **Exhibit A2** of the proposed Ordinance.

The proposed amendments to the Planning Code address the comments provided by State HCD (see **Exhibit B** of the proposed Ordinance). As required by State law, the City must provide findings (see **Exhibit A1 and A2** of the proposed Ordinance) that the City's ADU Ordinance complies with State ADU Law. Accordingly, Staff has included draft findings at the end of this report to be incorporated within the ADU Ordinance adopting the Planning Code changes.

The City adopted an extensive package of Planning Code amendments in October 2023 that implemented actions in the recently adopted Housing, Environmental Justice, and Safety Elements ([Ordinance No. 13763 C.M.S.](#) and Resolutions [No. 89565](#) and [No. 89907](#) C.M.S.). Staff has since prepared a set of miscellaneous and "clean-up" amendments to bring the Planning Code in alignment with previous Planning Code changes (see **Exhibit C** of the proposed Ordinance). These changes include: 1) Chapter 17.76 S-2 Civic Center Commercial Zone Regulations, Section 17.76.200; 2) Chapter 17.97 S-15 Transit-Oriented Development Commercial Zones Regulations, Sections 17.97.040 and 17.97.070; 3) Chapter 17.116 Off-Street Parking and Loading Requirements, Section 17.116.240; 4) Chapter 17.136 Design Review Procedure, Sections 17.136.025, 17.136.030, and 17.136.040; and 5) Chapter 17.101H D-CO Coliseum Area District Zones Regulations, Section 17.101H.040.

Additionally, changes have been made to two sections of the Oakland Subdivision Code (Title 16) to remove the prevalent lot size requirement in order to allow for smaller lot sizes (see **Exhibit D** of the proposed Ordinance). These changes also align with the previous changes to the Oakland Planning Code that were adopted in October 2023 that allow for lots sizes of 2,000 square feet in most of the residential zones. These changes include: 1) Chapter 16.16 Design Standards, Section 16.16.170, and 2) Chapter 16.24 Parcel Maps, Section 16.24.040. However, the prevalent lot size requirement still exists for lots located in the S-9 Fire Safety Protection Combining Zone under OMC Chapter 17.88.

BACKGROUND / LEGISLATIVE HISTORY

Staff previously went to the Planning Commission in June and September of 2021 to implement Planning Code changes related to ADUs due to several amendments to Government Code §65852.2 and §65852.22 (January 2021). The amendments encouraged Statewide production of ADUs even further by developing a ministerial approval process for certain types of ADUs.

Following the direction from the Planning Commission at the June 2, 2021, meeting, Staff worked closely with the Oakland Fire Department, City Administrator's Office, and Oakland Department of Transportation to create two proposals for limiting, but not eliminating, the development of ADUs in the S-9 Fire Safety Protection Combining Zone Map Overlay (S-9 Overlay Zone). These proposals were presented to the Planning Commission at the hearing on September 15, 2021. The Commission voted unanimously (with one Recusal) to recommend that City Council approve Option 2. Option 2 first expanded the S-9 Overlay Zone to include all areas within the Very High Fire Hazard Severity Zone (VHFHSZ) and that have a road width of less than 26 feet and/or a

dead-end street of 600 feet or longer. Second, it allowed only one ADU or JADU within the S-9 Overlay Zone.

On April 3, 2024, staff presented to the Planning Commission: 1) the proposed amendments to the Planning Code that would update the ADU regulations to address the comments received in State HCD's July 5th technical assistance letter; 2) the associated findings; and 3) the proposed amendments to the Planning Code to implement "clean-up" and miscellaneous changes that further clarify and support the Planning Code amendments that were adopted in October 2023.

Planning Commission unanimously recommended that the City Council approve the proposed miscellaneous and "clean-up" Planning Code amendments, the Planning Code amendments related to ADUs, and the findings related to ADUs. In addition, the Planning Commission recommended making the Planning Code "clean-up" in table 17.103.10 and table 17.103.02 to change the word "major" to "public" in reference to the "no parking" requirement for ADUs located within ½ mile of public transit. As such, with the exception of the S-9 Overlay Zone, the requirement will require no parking for ADUs within ½ mile walking distance of public transit stop, instead of major transit stop.

ANALYSIS AND POLICY ALTERNATIVES

The proposed amendments to the Planning Code and Subdivision Code advance the following citywide priorities:

Strategic Thinking: Updating the City's ADU regulations to align with recent changes in State Law and creating detailed findings for ADUs in the VHFHSZ ensures effective and efficient delivery of ADU projects.

Centering Equity: Updating the City's ADU regulations to comply with State Law and further aligning the Planning and Subdivision Codes to streamline the development review process for small projects will improve the City's ability to improve more complex projects, such as housing and ensure that housing units are effectively and efficiently delivered, helping to address our housing crisis.

The following sections summarize the proposed amendments to the Planning Code (Title 17) and Subdivision Code (Title 16) of the OMC and associated findings for the ADU Ordinance.

1. ADU-Related Planning Code Amendments

The proposed amendments to the ADU-related sections of the Oakland Planning Code address the comments provided by State HCD as provided in **Table 1**. The technical assistance letter sent by State HCD is included as **Attachment A** to this Agenda Report and staff's response letter is included as the City's Findings in **Exhibit A2** of the proposed Ordinance.

Table 1: Summary of Comments in State HCD's July 2023 Technical Assistance Letter

Comment # and Topic Area	Summary of Comment	Addressed?
1 – ADUS in VHFHSZ	The City did not provide enough data for State HCD to understand why the Ordinance limits new ADUS in the Very High Fire Hazard Severity Zone (VHFHSZ). The City may not justify a restriction on ADUs in the VHFHSZ, such as exists in Sections 17.88.050 (A)(1), (A)(2) and (A)(3), under Government Code Section 65852.2, subdivision (e).	No changes were made due to emergency evacuation and public safety concerns, which have been adequately documented by Oakland Fire Dept. and other agencies with expertise on the issue of evacuation. Additional findings have been written to provide more data for State HCD. See Finding 1 under City Findings.
2 – JADU Definition	JADUs must allow for the conversion of enclosed units within the residents, such as attached garages, as state in Government Code Section 65852.22, subdivision (a)(4).	Addressed
3 – Additional Kitchen	The presence of an additional kitchen in a residential facility cannot preclude the ministerial approval of an ADU that conforms to Government Code Section 65852.2.	Addressed
4 – Existing Primary Dwellings	The Ordinance fails to mention that ADUs are ministerially approved on proposed single-family dwellings and on both existing and proposed multifamily dwellings.	Addressed
5 – Fire Safety Parking Compromise	A parking space may not be required under any circumstances for a JADU. City may not have alternative development standards that require parking for a JADU in the VHFHSZ.	No changes were made due to emergency evacuation and public safety concerns. Additional findings have been written to provide more data for State HCD. See Finding 2 under City Findings.
6 – Separate Sale	ADUs and JADUS may be sold separately under narrow exceptions outlined in Government Code Section 65852.26. The Ordinance must note this exception.	Addressed

Comment # and Topic Area	Summary of Comment	Addressed?
7 – Exterior Visibility	Exterior stairways that serve an ADU or JADU on a second story must not be visible from the front public right of way, only when feasible.	Addressed
8 – Oakland Cultural Heritage Survey	The Ordinance creates special restrictions for ADUs in structures rated A, B, or C by the Oakland Cultural Heritage Survey. The City may only impose standards on ADUs for properties listed in the California Register of Historic Resources.	Addressed
9 – Landscaping Standards	ADU approval cannot be contingent on planting trees. The City must remove the tree planting requirement from the Ordinance or clarify it as an incentive.	Addressed
10 – Limited Amnesty Clause	The amnesty program detailed in the Ordinance has a narrower scope than state statute requires. An ADU permit may not be denied for units created prior to January 1, 2018, even if it conflicts with building code standards, local development standards, or Government Code Section 65852.2. (This comment reflects changes in State Law made after Oakland’s code was adopted in January 2022.)	Addressed
11 – Amnesty Clause & S-9	The Ordinance exempts units built in the S-9 Overlay Zone from the amnesty program which exceeds state statute.	No changes were made due to public safety concerns. Additional findings have been written to provide more data for State HCD. See Finding 3 under City Findings.
12 – Expiration Clause	The Ordinance’s amnesty clause has a condition for expiration when Government Code Section 65852.23 has no condition for expiration. (This comment reflects changes in State Law made after Oakland’s code was adopted in January 2022.)	Addressed

Comment # and Topic Area	Summary of Comment	Addressed?
13 – Unit Mixture	Homeowners, who meets specified requirements, may create one (1) converted ADU, one (1) detached, new construction ADU, and one (1) JADU, in any order without prejudice, totaling three (3) units. The Ordinance must be revised to note this. (This comment reflects changes in State HCD’s interpretation of State law after Oakland’s ADU Ordinance was adopted in January 2022.)	Addressed
14 – Size Limitations	ADU size maximums do not apply to converted units and only new construction detached units have a discrete size limit. The Ordinance must be revised to note this.	Addressed
15 – Height Limits	The Ordinance has height limits referenced throughout of sixteen feet for ADUs. State law allows maximum heights of 16, 18, and 25 feet, depending. Ordinance must be amended accordingly.	Addressed
16 – Parking	The Ordinance must note that no parking may be required when the ADU is part of the proposed or exiting primary residence or an accessory structure.	Addressed
17 – Owner Occupancy	The Ordinance must note that owner-occupancy shall not be required if the owner is another governmental agency, land trust, or housing organization.	Addressed
18 – Unit Mixture	The Ordinance states that a Category 3 ADU precludes creation of any other ADU. Prior existence of an attached new-construction Category 3 ADU cannot preclude the development of a Category 1 or Category 2 ADU, and the Ordinance must be revised to note this.	Addressed
19 – Ingress	ADUs are allowed 150 sf. to accommodate ingress and egress and	Addressed

Comment # and Topic Area	Summary of Comment	Addressed?
	such expansions are not dependent on the size of the unit. The Ordinance must be revised to note this.	
20 – Maximum Size	No size maximums apply to any converted or detached unit with a multifamily primary dwelling. The Ordinance must be updated to reflect that.	Addressed
21 – Front Setbacks	The absence of alternative siting cannot be a prerequisite for allowing an ADU in the front setback. The Ordinance must remove this prerequisite.	Addressed
22 – Lot Coverage, FAR, and Open Space	Lot Coverage, FAR, and Open Space requirements may not preclude development of units subject to Government Code section 65852.2, subdivision (e), which includes all conversions, JADUs, new construction detached units up to 800 square feet with single-family primary dwellings, and up to two detached units with multifamily dwellings. The Ordinance must be revised to reflect this.	Addressed
23 – Non-habitable Space Definition	Non-habitable space is defined much more broadly in Government Code Section 65852.2, subdivision (e)(1)(C) than in the Ordinance. The Ordinance’s definition includes the condition “any other finished spaces that are meant to be occupied by people.” This is potentially restrictive, and the Ordinance must remove that condition.	No changes due to definitions being aligned. See Finding 4 under City Findings.

2. City Findings for ADU Ordinance

1. ADUs in the Very High Fire Hazard Severity Zone

Housing density in the Oakland hills presents unique public safety challenges in the event of an emergency evacuation or ambulance/fire response. The City’s Zonehaven Model, which models an emergency evacuation scenario similar in scale to the Oakland firestorm of 1991, shows that current housing density in the VHFHSZ is already at unmanageable levels for emergency response, without additional density. If each single-family parcel is

ministerially permitted to have two ADUs and one JADU per parcel (three ADUs total), then emergency response will further exacerbate an already unsustainable evacuation scenario.

The City has consulted with numerous experts that have warned City decision-makers against increasing housing density in the Oakland hills. In the [2021-2026 Hazard Mitigation Plan](#), Tetra Tech identified the “dense population” in the Oakland hills, compounded by narrow urban streets and parked cars, as a significant impact on evacuation. Oakland’s Local Hazard Mitigation Plan (LHMP), as well as its recently adopted Safety Element, both identify managing housing density in the Oakland hills as an important strategy for addressing increased wildfire risk and maintaining the ability of the City to provide adequate emergency response and evacuation routes for those areas.

In addition, on November 19, 2019, the City Council adopted Resolution No. 87940 C.M.S., declaring Wildfire Prevention a top priority for the City and requested the City Administrator to present a comprehensive report to the Council’s Public Safety Committee (PSC) that addresses Oakland’s Wildfire Prevention Strategies. The Wildfire Prevention Planning Report concluded that housing density would need to be limited in the S-9 Overlay Zone and a comprehensive evacuation plan would need to be developed for those already living in these areas due to lack of road infrastructure and access to escape routes in the event of a fire. In preparation of Oakland’s Vegetation Management Plan, consultants advised the City that the current condition of “high housing density” and “congested roads during emergencies” presented significant challenges to the City in reducing wildfire risk to public safety.

Permitting up to three ADUs per lot in the VHFHSZ would create significant impacts on traffic flow and public safety pertaining to emergency response and evacuation. By limiting ADU development to one ADU or JADU per lot in the VHFHSZ, the City heeds the recommendations and directions of local and regional planning experts to adhere to the mitigation measures to which we have committed. In addition, State law permits local agencies to make life safety findings under Government Code section 65852.23 to limit ADUs.

For additional details and evidence, please review City Response number one as well as accompanying attachments including supporting data and evidence, as set forth in the Ordinance **Exhibit A2: City Response to State HCD Comment Letter**.

2. Requiring Parking for JADUs in the Very High Fire Hazard Severity Zone

Managing street parking is an important piece of the fire safety efforts in VHFHSZ, but enforcement continues to be a challenge even where no-parking rules are in place. ADUs often do not require off-street parking, leaving people who reside in these units to park their cars illegally on the sides of already narrow, legally nonconforming roads in the S-9 Overlay Zone, where street parking is just not feasible due to substandard road widths. Increasing housing density and the number of vehicles, which is very likely given the S-9 Overlay Zone is not well-served by public transit, exacerbates the current condition of “high housing density” and “congested roads during emergencies” that presents significant challenges to the City in reducing wildfire risk to public safety. In addition, there have been instances when cars have parked illegally on narrow roads and have prevented

emergency vehicles to respond to an emergency at a residence. Illegally parked vehicles have interfered with fire response by increasing response time and/or requiring changes in operational procedures therefore increasing the risk to residents and responders and increasing the threat to property. State law permits local agencies to make life safety findings under Government Code section 65852.23 to require parking for ADUs. For additional details and evidence, please review City Response number five as well as accompanying attachments of evidence in the Ordinance **Exhibit A2: City Response to State HCD Comment Letter**.

3. Amnesty Clause and the S-9 Overlay Zone

For all of the reasons already discussed above, the City has grave concerns about the life safety of occupants in the S-9 Overlay Zone, in terms of: (1) the ability to evacuate from the area in an emergency and access for Emergency services to reach residents suffering an emergency, (2) provision and maintenance of defensible space and building separations, and (3) building standards related to fire and life safety. State law permits local agencies to make life safety findings under Government Code section 65852.23 that would make an ADU ineligible for the Amnesty Program. For additional details and evidence, please review City Response number eleven as well as accompanying attachments of evidence in the Ordinance **Exhibit A2: City Response to State HCD Comment Letter**.

4. Definition of Non-habitable Space

State law defines non-habitable space as "...including, but not limited to, storage rooms, boiler rooms, passageways, attics, basements, or garages." These are unfinished areas that are not meant to be occupied by people and used communally. This definition is in line with the ADU Ordinance's definition of non-habitable space in multifamily primary dwellings, which states "non-habitable or non-livable space does not include detached accessory structures, existing residential units, commercial space, community rooms, gyms, laundry rooms or any other finished spaces that are meant to be occupied by people and used communally."

In Oakland, tenant protection is a high priority and is also another means of addressing the extreme housing crisis and lack of housing affordability. The City has an interest in ensuring that property owners do not attempt to manipulate State law to evict tenants by removing important tenant amenities, such as laundry rooms, gyms, and other finished room amenities. Since none of these finished-room spaces are mentioned in the "class" of examples provided, City staff believe that the intent of State law was to permit ADU development in the unfinished spaces of multi-family building, in line with our definition of non-habitable space. Otherwise, State law would have stated that ADU conversions are permitted "anywhere in the multifamily building that is not already livable or habitable space." Since the State law is not that broad, the legislature appears to have intended to limit it to a class of unfinished spaces.

5. State HCD Relied on Incorrect Alameda County Transit Information in Justifying Why the City's ADU Regulations in the S-9 Overlay Zone Are Impermissible.

The State HCD Comment references Map 18 at the end of Appendix A and claims it shows several large sections of the S-9 Overlay Zone south of Piedmont that are “well served with bus stops for the 646, 652 and 682 bus lines within a half-mile walk.” Bus numbers 646 (Montera-Skyline), 652 (Montera-MacArthur) and 682 (Bishop O’Dowd High line) are school bus lines that run only during school times and are deployed for the purpose of serving as school transportation lines. None of these bus lines is currently active and there are no planned upcoming schedules for these bus lines¹. As a result, residents in this and other areas in the S-9 Overlay Zone must rely on vehicular transportation to and from their primary residences and ADUs. This specific issue underscores the need for cities to play an active role in local hazard planning as cities face the effects of climate change.

3. **Proposed Miscellaneous and “Clean-Up” Planning Code Amendments**

The proposed miscellaneous and “clean-up” amendments include:

- 1) Chapter 17.76 S-2 Civic Center Commercial Zone Regulations, Section 17.76.200.
- 2) Chapter 17.97 S-15 Transit-Oriented Development Commercial Zones Regulations, Sections 17.97.040 and 17.97.070.
- 3) Chapter 17.116 Off-Street Parking and Loading Requirements, Section 17.116.240.
- 4) Chapter 17.136 Design Review Procedure, Sections 17.136.025, 17.136.030, and 17.136.040.
- 5) Chapter 17.101H D-CO Coliseum Area District Zones Regulations, Section 17.101H.040.

A summary of the proposed changes in each section is provided below.

Table 2: Summary of Proposed Miscellaneous and “Clean-up” Amendments

Chapter and Section	Summary of Proposed Changes
Chapter 17.76 S-2 Civic Center Commercial Zone Regulations, Section 17.76.200	Changes to note that management units are excluded from the count for 100 percent affordable developments.
Chapter 17.97 S-15 Transit-Oriented Development Commercial Zones Regulations, Section 17.97.040	Changes to permitted and conditionally permitted facilities.
Chapter 17.97 S-15 Transit-Oriented Development Commercial Zones Regulations, Section 17.97.070	Changes to height areas and maximum residential densities to be consistent with changes to the General Plan text and maps that were adopted by City Council in September 2023.

¹ The status of service for each line is listed on AC Transit’s website as follows:
Line 646: <https://www.actransit.org/bus-lines-schedules/646>
Line 652: <https://www.actransit.org/bus-lines-schedules/652>
Line 682: <https://www.actransit.org/bus-lines-schedules/682>.

Chapter 17.116 Off-Street Parking and Loading Requirements, Section 17.116.240	Changes to allow tandem parking requirements for ADUs and for 50 percent of the required parking spaces for Two-to-four Family Residential Facilities. These changes further clarify code amendments that were adopted by City Council in October 2023.
Chapter 17.136 Design Review Procedure, Section 17.136.025	Exempt certain microwave and satellite dish additions from design review and eliminate the Tract 3 Small Project Design Review procedure. These changes are in support of the code amendments adopted by City Council in October 2023 to streamline the development review process for small projects and improve the City’s ability to improve more complex projects, such as housing.
Chapter 17.136 Design Review Procedure, Section 17.136.030	Update definition of “Small Project” to include creation of new living units entirely within an existing building envelope. This change is in support of the code amendments adopted by City Council in October 2023 to streamline the development review process for small projects and improve the City’s ability to improve more complex projects, such as housing.
Chapter 17.136 Design Review Procedure, Section 17.136.040	Create ministerial approval for additional units within an existing building envelope.
Chapter 17.101H D-CO Coliseum Area District Zones Regulations, Section 17.101H.040	Allow General Advertising signs in the D-CO-2 Zone if they are associated with naming rights and/or sponsorships related to stadiums and performance venues.

4. Proposed Subdivision Code Amendments (Title 16)

The proposed miscellaneous and “clean-up” amendments include:

- 1) Chapter 16.16 Design Standards, Section 16.16.170.
- 2) Chapter 16.24 Parcel Maps, Section 16.24.040.

Changes have been made to remove the prevalent lot size requirement (except in the S-9 Overlay Zone) in order to allow for smaller lot sizes of 2,000 square feet that were part of the previous changes to the Oakland Planning Code that were adopted by City Council in October 2023.

FISCAL IMPACT

If adopted by City Council, there will be no impact on costs to the City. Implementation of these ADU changes will be a routine component of ministerial project review and approval administered by the Planning and Building Department, which collects fees for such review and approvals as established in the Master Fee Schedule. Staff will inform the public of the new regulations as part

of all applicable inquiries and apply the new regulations as part of all applicable planning and building permit applications. Staff will also develop any application materials including summaries and guides using internal resources and staff's time.

PUBLIC OUTREACH / INTEREST1

To adopt the ADU Ordinance in 2022, staff conducted significant engagement with community members, interested parties and stakeholders, as well as internal City Departments to review and discuss the ADU regulations. Given that these current changes proposed are in response to comments made by State HCD after their review of the ADU Ordinance and are required to bring our Ordinance into compliance with State Law, no additional public engagement was conducted.

The proposed amendments were presented at a public meeting of the Planning Commission on April 3, 2024, and there were no speakers on the item. The meeting was noticed in the *Oakland Tribune*.

COORDINATION

This report and legislation have been reviewed by the Office of the City Attorney. Staff coordinated closely with the Oakland Fire Department, Oakland Department of Transportation, and the City Administrator's Office in the development of the original Ordinance and the response to State HCD's technical assistance letter, which were the basis of the proposed findings.

SUSTAINABLE OPPORTUNITIES

Economic: The amendments to ADU regulations are intended to encourage construction of more ADUs and JADUs, and thereby help address the city's housing shortage and escalating costs.

Environmental: One of the benefits of ADUs and JADUs is that because they go into established neighborhoods, they can contribute to the city's desire to foster more dense and walkable neighborhoods with greater use of bicycling and transit.

Race & Equity: The amendments to ADU regulations may help with adding more units of housing throughout all areas of the City where residential development is allowed. This additional supply of housing that is relatively inexpensive and fast to construct will diversify the current housing stock and provide more people across multiple socio-economic levels with access to housing. ADUs built in areas that are at greater risk of displacement and in transit-rich corridors with access to services are especially valuable for the most economically disadvantaged communities. ADUs may also help some homeowners facing economic challenges to continue to live in the community because of the additional rental income these units bring. Finally, ADUs would allow for multi-generational households or provide a place for a caretaker. However, it is important to note that ADUs cannot have an affordability requirement.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The proposed amendments to the Planning Code rely on the previously certified Final Environmental Impact Reports for: the Oakland 2045 General Plan Update - Phase 1 (2023); the Coliseum Area Specific Plan (2105); Broadway Valdez Specific Plan (2014); West Oakland Specific Plan (2014); Central Estuary Area Plan (2013); Land Use and Transportation Element of the General Plan (1998); the Oakland Estuary Policy Plan (1998); the West Oakland, Central City East, Coliseum, and Oakland Army Base Redevelopment Areas; the 1998 Amendment to the Historic Preservation Element of the General Plan; and various Redevelopment Plan Final EIRs (collectively, "EIRs"). No further environmental review is required under CEQA Guidelines Sections 15162 and 15163. Moreover, as a separate and independent basis, this proposal is also exempt from CEQA pursuant to CEQA Guidelines Sections 15183 (projects consistent with General Plan and Zoning) and 15061(b)(3) (general rule, no significant effect on the environment).

ACTION REQUESTED OF THE CITY COUNCIL

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- 2) Amending The Oakland Subdivision Code (Title 16) of the OMC To Remove The Prevalent Lot Size Requirement, In Line With Previous Title 17 Changes Adopted in October 2023; And
- 3) Making Appropriate California Environmental Quality Act Findings.

For questions regarding this report, please contact Khalilha Haynes, PLANNER III, at 510-406-4802.

Respectfully submitted,



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Attachments:

A: State HCD's Technical Assistance Letter from July 2023