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OAKLAND CITY COUNCIL
ORDINANCE No. 13366 C.M.S.

AN ORDINANCE (1) AMENDING THE OAKLAND MUNICIPAL CODE TO ESTABLISH CITY-WIDE TRANSPORTATION AND CAPITAL IMPROVEMENTS IMPACT FEES AND MAKE RELATED AND CONFORMING AMENDMENTS, (2) AMENDING THE MASTER FEE SCHEDULE (ORDINANCE NO. 13320 C.M.S., AS AMENDED) TO INCLUDE THE TRANSPORTATION AND CAPITAL IMPROVEMENTS IMPACT FEES, AND (3) ADOPTING CEQA EXEMPTION FINDINGS

WHEREAS, existing local, state and federal resources are insufficient to meet the City of Oakland’s transportation and capital improvements infrastructure needs; and

WHEREAS, new development generally increase the demand for transportation and capital improvements infrastructure and affect the quality of the community’s infrastructure; and

WHEREAS, the public interest, convenience, health, safety and/or welfare require that fire, library, parks and recreation, police, storm drain, and transportation infrastructure be provided for the maintenance and enhancement of the quality of life of the City’s residents; and

WHEREAS, the City of Oakland has a critical need to ensure that impacts from new development to transportation as well as fire, library, parks and recreation, police, and storm drain (hereinafter defined as “capital improvements”) are addressed, and development impact fees are a commonly-used mechanism to address this need; and

WHEREAS, Article XI, Section 5 of the California Constitution provides that the City, as a home rule charter city, has the power to make and enforce all ordinances and regulations in respect to municipal affairs, and Article XI, Section 7, empowers the City to enact measures that protect the health, safety, and/or welfare of its residents; and

WHEREAS, Section 106 of the Oakland City Charter provides that the City has the right and power to make and enforce all laws and regulations in respect to municipal affairs; and

WHEREAS, the Mitigation Fee Act (AB 1600), codified in California Government Code Sections 66000-66025, establishes the legal requirements for a jurisdiction to implement a development impact fee program in conformance with constitutional standards; and

WHEREAS, many cities and counties have adopted and imposed transportation and capital improvement impact fees on new development to ensure that impacts from new development are addressed; and

WHEREAS, in 2013, the City Council “initiated proceedings” to adopt impact fees by directing staff to prepare a nexus study for development impact fees for transportation, capital improvements, and affordable housing and identified and appropriated funding for this purpose; and

WHEREAS, policies supporting development impact fees for transportation and capital improvements are included in the recently adopted specific plans, and related General Plan amendments, for the Broadway Valdez District, West Oakland, Lake Merritt Station Area, and Coliseum Area, as well as the 2015-2023 Housing Element, Open Space, Conservation and Recreation Element, and 1998 Land Use and Transportation Element (LUTE) of the City’s General Plan; and

WHEREAS, on December 9, 2014, the City Council, via Resolution No. 85307 C.M.S., further initiated proceedings by authorizing the City Administrator to enter into a professional services contract with Hausrath Economics Group (HEG) to conduct a Citywide impact fee nexus study and implementation strategy; and

WHEREAS, Urban Economics with HEG, BKF Engineers, and Fehr & Peers; have prepared a report on the Nexus Study entitled “Oakland Transportation and Capital Improvements Impact Fee Nexus Analysis,” for the City of Oakland, dated March 10, 2016, a copy of which was previously provided to the City Council and made available to the public; and

WHEREAS, the Nexus Study has documented and confirmed that development in Oakland will result in further growth, and that such growth will place additional burdens on transportation and capital improvements infrastructure in the City; and

WHEREAS, the Nexus Study further identified the locations and types of development that will generate those impacts, and thus established the reasonable relationship between the location and type of development projects paying the fees and the need for transportation and capital improvements infrastructure generated by such development; and

WHEREAS, the Nexus Study provided data outlining the various transportation and capital improvement infrastructure that are required to meet the need generated by new development projects in the City; and

WHEREAS, it is the City’s policy that new development should contribute its fair share to transportation and capital improvements infrastructure through the imposition of impact fees which will be used to finance, defray, or reimburse the City for the appropriate portion of the cost of transportation and capital improvements infrastructure which serve such development; and

WHEREAS, the nexus study established factors that reasonably estimate the level of impacts on transportation and capital improvements infrastructure from new development based on the type of development project, and thus determined that there is a reasonable relationship between the type of development project paying the fees and the need for transportation and capital improvements infrastructure.

WHEREAS, the nexus study established eligible uses of revenues from the transportation and capital improvements fees, based on the types of impacts from development projects, and thus determined that there is a reasonable relationship between the type of development project paying the fees and the use of fee revenues; and

WHEREAS, the nexus study applied factors that reasonably estimate the level of impacts on transportation and capital improvements infrastructure per unit of development and that vary by the type of development project, to calculate the fee on a development project, and thus determined that there is a reasonable relationship between the amount of the fee and the cost of the transportation and capital improvements infrastructure attributable to the development project on which the fee is imposed; and

WHEREAS, through the payment of the fee, developers of residential and nonresidential projects will address at least a portion of the impact of their developments on transportation and capital improvements infrastructure; and

WHEREAS, impacts fees are necessary to maintain an adequate level of transportation and capital improvements infrastructure; and

WHEREAS, the proposed impact fees adopted under this Ordinance are lower than the maximum legal fees documented in the Nexus Study; and

WHEREAS, this Ordinance meets constitutional standards, the terms of the Mitigation Fee Act, the Oakland City Charter, and the City’s General Plan, specific plans and other land use plans; and

WHEREAS, HEG also studied the economic feasibility of new development in Oakland to provide a basis for creating an impact fee program that can be implemented without adversely affecting Oakland’s ability to attract new development; and

WHEREAS, the proposed impact fees for transportation and capital improvements balances the need for such improvements with the goal of not impeding the construction of new development; and

WHEREAS, the transportation and capital improvements impact fee proposals were discussed in six Stakeholder Working Group meetings which consisted of City staff and an ad-hoc panel of technical experts representing a cross section of stakeholders with interests associated with the impact fee program and such materials were also made available to the public; and

WHEREAS, impact fees were scheduled to be considered at regular, duly noticed (including newspaper ads published on November 27, 2015; December 26, 2015; and January 9, 2016) meetings of the Community and Economic Development Committee of the City Council (“Committee”), but were rescheduled to the regular, duly noticed, meetings on January 22, 2016 and February 9, 2016; and

WHEREAS, the Committee recommended city staff return with revised impact fees and accompanying legislation; and

WHEREAS, transportation and capital improvements impact fees were considered at a regular, duly noticed, meeting of the Committee on March 22, 2016, and the Committee recommended adoption of this Ordinance; and

WHEREAS, this Ordinance was considered, after a duly noticed public hearing, at a regular meeting of the City Council on April 19, 2016; now, therefore

THE COUNCIL OF THE CITY OF OAKLAND DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The recitals contained in this Ordinance are true and correct and are an integral part of the Council’s decision, and are hereby adopted as findings.

Section 2. The City Council finds and determines the adoption of this Ordinance is (1) not a Project under the California Environmental Quality Act (“CEQA”) and is therefore exempt pursuant to CEQA Guidelines section 15378 (b)(4); (2) statutorily exempt pursuant to CEQA Guidelines section 15273(a)(4) (Rates, Tolls, Fares and Charges for obtaining funds for capital projects necessary to maintain service within existing service area); (3) not intended to apply to specific capital improvement projects and as such it is speculative to evaluate such projects now and any specifically identified transportation projects were already evaluated under CEQA and imposed as mitigation measures in previously certified EIRs and/or adopted mitigated negative declarations; and/or (4) not intended to, nor does it, provide CEQA clearance for future development-related projects by mere payment of the fees. Each of the foregoing provides a separate and independent basis for CEQA compliance and when viewed collectively provides an overall basis for CEQA compliance.

Section 3. This Ordinance shall be known as the “Transportation and Capital Improvements Impact Fees Ordinances.”

Section 4. Chapter 15.74 is hereby added to the Oakland Municipal Code to read as follows:

Chapter 15.74

TRANSPORTATION AND CAPITAL IMPROVEMENTS IMPACT FEES

Article I – General Provisions

15.74.010 – Purpose.

15.74.020 – Findings.

15.74.030 – Definitions.

15.74.040 – Applicability.

Article II – Fee Requirements and Procedures

15.74.050 – Amount of Impact Fees.

15.74.060 – Impact Fees Zones.

15.74.070 – Payment of Impact Fees.

15.74.080 – Reductions, Waivers, and Appeals.

15.74.090 – Enforcement.

Article III – Impact Fees Funds

15.74.100 – Transportation Impact Fees Fund.

15.74.110 – Capital Improvements Impact Fees Fund.

Article IV – Developer Constructed Facilities

15.74.120 –Credits and Reimbursement for Developer Constructed Facilities.

Article V – Miscellaneous

15.74.130 – Administrative Regulations.

15.74.140 – Conflicting Provisions.

15.74.150 – Impact Fees Zone Maps.

Article I – General Provisions

15.74.010 – Purpose.

The purpose of this chapter is to establish citywide transportation and capital improvements impact fees in the City of Oakland to assure that development projects pay their fair share to compensate for the increased demand for transportation and capital improvements infrastructure generated by such development projects within the City of Oakland.

15.74.020 – Findings.

- A. New development generally increases the demand for transportation and capital improvements infrastructure and affects the quality of the community's infrastructure.
- B. The City of Oakland conducted a nexus study that recognizes that development within Oakland will result in further growth, and that such growth will place additional burdens on transportation and capital improvements infrastructure in the city. The nexus study further recognizes the locations and types of development that will generate those impacts, necessitating the construction of facilities and improvements, and/or the expansion of services and infrastructure needed to meet and accommodate development.
- C. The nexus study established factors that reasonably estimate the level of impacts on transportation and capital improvements infrastructure from new development based on the type of development project, and thus determined that there is a reasonable relationship between the type of development project paying the fees and the need for transportation and capital improvements infrastructure.
- D. The nexus study established eligible uses of revenues from the transportation and capital improvements fees as further detailed in Sections 15.74.100(A) and 15.74.110(A) of this chapter, based on the types of impacts from development projects, and thus determined that there is a reasonable relationship between the type of development project paying the fees and the use of fee revenues.
- E. The nexus study applied factors that reasonably estimate the level of impacts on transportation and capital improvements infrastructure per unit of development and that vary by the type of development project, to calculate the fee on a development project, and thus determined that there is a reasonable relationship between the amount of the fee

and the cost of the transportation and capital improvements infrastructure attributable to the development project on which the fee is imposed.

- F. Through the payment of the fee, developers of benefitting land uses will address at least a portion of the impact of their developments on transportation and capital improvements infrastructure and mitigate all of their cumulative transportation impacts as required by the California Environmental Quality Act.
- G. The Transportation and Capital Improvements Impact Fees as well as the Transportation and Capital Improvements Funds created by this ordinance serve the public interest and are necessary to protect the health, safety, and/or welfare of the citizens of Oakland, and are enacted pursuant to Article XI, Section 7, of the California Constitution, Government Code Sections 66000-66025 (Mitigation Fee Act; AB 1600), Section 106 of the Charter of the City of Oakland and the City's General Plan, specific plans and other land use plans.

15.74.030 – Definitions.

As used in this chapter, the following terms have the following meanings, and to the extent a Planning Code and/or Municipal Code Chapter and/or Section is referenced herein, such reference shall also include future amendments, if any:

“Additional Housing Units” means the net increase in the number of housing units on a parcel of real property. Additional Housing Units equal the number of new housing units proposed to be developed on the parcel of real property by issuance of a building permit, less the number of housing units (a) legally removed from the same parcel of real property by authorized remodeling, demolition or relocation to another parcel of real property, or by accidental destruction or natural disaster, during the year preceding the owner's filing for the building permit or (b) authorized to be removed prior to or during the construction for which the building permit is requested.

“Additional Square Feet” means the net increase in square feet of building floor area, as defined in the California Building Standards Code, on a parcel of real property. Additional Square Feet equals the number of new building square feet proposed to be established on the parcel of real property by issuance of a building permit, less the number of building square feet (a) legally removed from the same parcel of real property by authorized remodeling, demolition or relocation to another parcel of real property, or by accidental destruction or natural disaster, during the year preceding the owner's filing for the building permit or (b) authorized to be removed prior to or during the construction for which the building permit is requested.

"Applicant" means any individual, person, firm, partnership, association, joint venture, corporation, limited liability company, entity, combination of entities or authorized representative thereof, who undertakes, proposes or applies to the City for any Development Project.

“Building Official” shall be as defined in Section 15.04.085 of the Oakland Municipal Code.

“City” means the City of Oakland.

“City Administrator” means the City Administrator of the City of Oakland or his or her designee(s).

“Change and Intensification of Use” means a Nonresidential Project that will change the use of building floor area, as defined in the California Building Standards Code, from one Use Fee Category to a higher Use Fee Category.

“Changed and Intensified Square Feet” means the square feet of building floor area, as defined in the California Building Standards Code, of an existing building involved in a Change and Intensification of Use project.

“Complete Building Permit Application” means an application for a building permit for vertical construction that is submitted after all necessary planning and zoning permits and approvals under Title 17 of the Oakland Planning Code are issued for the project and that contains all the application submittal materials required on the City’s submittal checklist.

"Development Project" means any activity for new construction, any Change and Intensification of Use of an existing building, or any Additional Housing Units in a new or existing building requiring the issuance of a building permit by the City.

“Fee Per Housing Unit” means the Impact Fee per housing unit applicable to the Development Project imposed under this chapter as contained in the City’s Master Fee Schedule.

“Fee Per Square Foot” means the Impact Fee per square foot applicable to the Development Project imposed under this chapter as contained in the City’s Master Fee Schedule.

“Hotel/Motel” means those uses that fall under any of the following use activity types as defined in Chapter 17.10 of the Oakland Planning Code:
Transient Habitation Commercial Activities.

“Impact Fee” means the Transportation Impact Fee or Capital Improvements Impact Fee imposed under this chapter as set forth in the City’s Master Fee Schedule, as the Transportation or Capital Improvements Impact Fee may be adjusted for inflation pursuant to Section 15.72.050.

"Industrial" means those uses that fall under any of the following use activity or facility types as defined in Chapters 17.10, 17.73 and 17.101E of the Oakland Planning Code:

- Custom Manufacturing Industrial Activities;
- Light Manufacturing Industrial Activities;
- General Manufacturing Industrial Activities;
- Heavy/High Impact Manufacturing Industrial Activities;
- Research and Development Industrial Activities;
- Construction Operations Industrial Activities;
- Regional Freight Transportation Industrial Activities;
- Trucking and Truck-Related Industrial Activities;
- Recycling and Waste-Relate Industrial Activities;
- Hazardous Materials Production, Storage, and Waste Management Industrial Activities;
- General Description of Agricultural and Extractive Activities;

Plant Nursery Agricultural Activities;
Limited Agricultural Activities;
Extensive Agricultural Activities;
Mining and Quarrying Extractive Activities;
Work/Live Unit (as defined in Section 17.73.040, B); or
Work/Live Nonresidential Facilities (as defined in Chapter 17.101E in a D-CE-5 Zone).

“Institutional” means those uses that fall under any of the following use activity or facility types as defined in Chapter 17.10 of the Oakland Planning Code:

Essential Service Civic Activities;
Limited Child Care Civic Activities;
Community Assembly Civic Activities;
Recreational Assembly Civic Activities;
Community Education Civic Activities;
Nonassembly Cultural Civic Activities;
Administrative Civic Activities;
Health Care Civic Activities;
Special Health Care Civic Activities;
Utility and Vehicular Civic Activities;
Extensive Impact Civic Activities;
Rooming House Residential Facilities that are part of an institutional dormitory or are one of the following Activities;
Residential Care Residential Activities;
Supportive Housing Residential Activities;
Transitional Housing Residential Activities;
Emergency Shelter Residential Activities; or
Semi-Transient Residential Activities.

“Multi-Family Housing” means those uses that fall under any of the following use facility types as defined in Chapters 17.10, 17.65, 17.101C, 17.101E and 17.102 of the Oakland Planning Code:

Multifamily Dwelling Residential Facilities, except facilities that meet the definition of Townhome Housing;
Rooming House Residential Facilities, except facilities that meet the definition of Institutional;
Live/Work Residential Facilities (as defined in Chapters 17.65 and 17.101E);
Work/Live Nonresidential Facilities (as defined in Chapters 17.65 and 17.101E in a D-CE-3 or D-CE-4 Zone);
Micro Living Quarters Facilities (as defined in Chapter 17.101C);
Joint Living and Work Quarters (as defined in Section 17.102.190); or
Residentially-Oriented Joint Living and Working Quarters (as defined in Section 17.102.195).

“Nonresidential Project” means a Development Project involving the following Use Fee Categories: Hotel/Motel, Industrial, Institutional, Office, Retail Freestanding, Retail Ground Floor or Warehouse/Distribution.

"Office" means those uses that fall under any of the following use activity types as defined in Chapter 17.10 of the Oakland Planning Code:

Medical Service Commercial Activities;

Consumer Service Commercial Activities;
Consultative and Financial Service Commercial Activities;
Administrative Commercial Activities;
Business, Communication, and Media Service Commercial Activities; or
Research Service Commercial Activities.

“Residential Project” means a Development Project involving the following Use Fee Categories: Multi-Family Housing, Single-Family Housing or Townhome Housing.

“Retail, Freestanding” means those uses that are not part of a mixed use building that fall under any of the following use activity types as defined in Chapter 17.10 of the Oakland Planning Code:

General Food Sales Commercial Activities;
Full Service Restaurant Commercial Activities;
Limited Service Restaurant Commercial Activities;
Fast-Food Restaurant Commercial Activities;
Convenience Market Commercial Activities;
Alcoholic Beverage Sales Commercial Activities;
General Retail Sales Commercial Activities;
Large-Scale Combined Retail and Grocery Sales Commercial Activities;
Check Cashier and Check Cashing Activity;
Consumer Cleaning and Repair Service Commercial Activities;
Consumer Dry Cleaning Plant Commercial Activities;
Group Assembly Commercial Activities;
Personal Instruction and Improvement Services Commercial Activities;
Broadcasting and Recording Service Commercial Activities;
General Wholesale Sales Commercial Activities;
Building Material Sales Commercial Activities;
Automotive and other Light Vehicle Sales and Rental Commercial Activities;
Automotive and other Light Vehicle Gas Station and Servicing Commercial Activities;
Automotive and other Light Vehicle Repair and Cleaning Commercial Activities;
Taxi and Light Fleet-Based Service Commercial Activities;
Automotive Fee Parking Commercial Activities;
Animal Boarding Commercial Activities;
Animal Care Commercial Activities; or
Undertaking Service Commercial Activities.

“Retail, Ground Floor” means those uses that are located on the ground floor or second floor or in the basement of a multi-story mixed use building that are not designated at the time of building permit application or that fall under any of the following use activity types as defined in Chapter 17.10 of the Oakland Planning Code:

General Food Sales Commercial Activities;
Full Service Restaurant Commercial Activities;
Limited Service Restaurant Commercial Activities;
Fast-Food Restaurant Commercial Activities;
Convenience Market Commercial Activities;
Alcoholic Beverage Sales Commercial Activities;
General Retail Sales Commercial Activities;
Large-Scale Combined Retail and Grocery Sales Commercial Activities;
Check Cashier and Check Cashing Activity;

Consumer Cleaning and Repair Service Commercial Activities;
Consumer Dry Cleaning Plant Commercial Activities;
Group Assembly Commercial Activities;
Personal Instruction and Improvement Services Commercial Activities;
Broadcasting and Recording Service Commercial Activities;
General Wholesale Sales Commercial Activities;
Building Material Sales Commercial Activities;
~~Automotive and other Light Vehicle Sales and Rental Commercial Activities;~~
Automotive and other Light Vehicle Gas Station and Servicing Commercial Activities;
Automotive and other Light Vehicle Repair and Cleaning Commercial Activities;
Taxi and Light Fleet-Based Service Commercial Activities;
Automotive Fee Parking Commercial Activities;
Animal Boarding Commercial Activities;
Animal Care Commercial Activities; or
Undertaking Service Commercial Activities.

“Single-Family Housing” means those uses that fall under any of the following use facility types as defined in Chapter 17.10 of the Oakland Planning Code:

One-Family Dwelling Residential Facilities consisting of individual detached housing units;
One-Family Dwelling with Secondary Unit Residential Facilities; or
Mobile Home Residential Facilities.

“Townhome Housing” means those uses that fall under any of the following use facility types as defined in Chapter 17.10 of the Oakland Planning Code:

One-Family Dwelling Residential Facilities consisting of multiple attached housing units;
Two-Family Dwelling Residential Facilities; or
Multifamily Dwelling Residential Facilities consisting of housing units arranged in a single horizontal row with abutting sidewalls.

“Use Fee Category” means Hotel/Motel, Industrial, Institutional, Multi-Family Housing, Office, Retail Freestanding, Retail Ground Floor, Single-Family Housing, Townhome Housing or Warehouse/Distribution.

"Warehouse/Distribution" means those uses that fall under any of the following use activity types as defined in Chapter 17.10 of the Oakland Planning Code:

Warehousing, Storage, and Distribution Industrial Activities.

15.74.040 – Applicability.

The regulations, requirements and provisions of this chapter shall apply to any Development Project, unless exempt from this chapter. The Applicant for any Development Project, unless exempt from this chapter, as a condition of the building permit, must pay to the City the required Impact Fees, or comply with the requirements for Developer Constructed Facilities as set forth in Section 15.74.120.

A. Effective date. Any Applicant for a Development Project for which a Complete Building Permit Application is submitted on or after September 1, 2016, must pay the Impact Fee in effect at the time of building permit submittal. If the Development Project fails to

meet all of the criteria listed in subsection B below, the Applicant must pay the Impact Fee in effect at the time that the Development Project does meet all the criteria.

Notwithstanding the above, this chapter shall also apply to Development Projects whose applications are determined and/or deemed complete on or after November 27, 2015, per the California Subdivision Map Act, Government Code Section 66474.2(b), provided a vested right, as defined by California law, has not been obtained as of 60 days after the adoption of this chapter.

- B. Exemptions based on submittal date. Any Development Project for which a Complete Building Permit Application is submitted prior to September 1, 2016, shall be exempt from this chapter if all of the following criteria are met:
1. The building permit is issued within one year of submittal of the Complete Building Permit Application;
 2. The Development Project is diligently pursued toward completion, as reasonably determined by the Building Official or designee;
 3. The building permit does not expire, although it may be extended for up to one year; and
 4. A certificate of occupancy or temporary certificate of occupancy is issued within three years of the building permit being issued.

In addition, Development Projects that obtain a vested right, as defined by California law, no later than 60 days after the adoption of this chapter are not subject to the Impact Fee.

- C. Exemptions based on project type. The following types of Development Projects shall be exempt from this chapter if any of the following are met:
1. Development Projects involving less than 5,000 square feet of building floor area occupied by Institutional uses;
 2. Nonresidential Projects involving less than 5,000 square feet of Changed and Intensified Square Feet;
 3. Secondary Units, as defined in Section 17.04.090 of the Oakland Planning Code; or
 4. Affordable Housing, as defined in Chapter 15.72 of the Oakland Municipal Code. Affordable Housing projects are exempt from the Capital Improvements Impact Fee but not exempt from the Transportation Impact Fee.
- D. Other requirements. Nothing in this chapter shall be construed as waiving, reducing or modifying any other requirements for issuance of any permit, variance, approval or other entitlement by the City under any other law. The Impact Fee and requirements authorized by this chapter are in addition to any other fees or mitigation measures otherwise authorized by law.

Article II – Fee Requirements and Procedures

15.74.050 – Amount of Impact Fees.

The Impact Fees shall be calculated for each Development Project as follows, pursuant to the Impact Fee amounts as stated in the Master Fee Schedule in effect at the time of the submittal of a Complete Building Permit Application:

- A. Nonresidential Projects involving new construction:

Impact Fee = Fee Per Square Foot x Additional Square Feet

B. Nonresidential Projects involving existing buildings:

Impact Fee = (Fee Per Square Foot of New Use Fee Category – Fee Per Square Foot of Previous Use Fee Category) x Changed and Intensified Square Feet

C. Residential Projects:

Impact Fee = Fee Per Housing Unit x Additional Housing Units

For A, B, and C, the Impact Fee amount shall automatically be adjusted upward annually for inflation on July 1st beginning on July 1, 2021, by the City Administrator in accordance with the percentage increase from January to January in the building cost index published by Marshall and Swift, or if such index ceases to be published, by an equivalent index chosen by the City Administrator, with appropriate adjustments for regional and local construction costs as necessary. The adjustment shall be automatically effective whether or not the Master Fee Schedule has been amended to reflect the adjustment.

15.74.060 – Impact Fees Zones.

For Residential Projects, the Impact Fee amount shall be based upon the Impact Fee Zone in which the Development Project is located as contained within the Master Fee Schedule and as set forth in the maps included in Section 15.74.150 of this chapter.

15.74.070 – Payment of Impact Fees.

Payment of the Impact Fees shall be due in one installment prior to the issuance of a building permit for all or any portion of the Development Project associated with the building permit, and shall be in the amount of one hundred percent (100%) of the Impact Fee.

Except as provided elsewhere in this chapter, no building permit may be issued for any Development Project subject to this chapter unless the Impact Fee is paid to the Building Official. The Building Official shall deposit the Impact Fee in the Transportation Impact Fee Fund or the Capital Improvements Impact Fund, whichever is applicable.

As an alternative to payment of the Impact Fee set forth in this chapter, an Applicant for a Development Project subject to the Impact Fee may comply with the requirements for the Developer Constructed Facilities as set forth in Section 15.74.120 of this chapter.

15.74.080 – Reductions, Waivers, and Appeals.

A. Reductions, Waivers and Appeals of the Impact Fees. Reduction, waiver and/or appeals of the Impact Fees may be granted by the City Administrator to a Development Project under any one of the following scenarios:

1. The Development Project is rendered infeasible by imposition of all or a portion of the Impact Fee because there are demonstrated special circumstances unique to the financing or economics of the Development Project and not generally applicable to other projects of similar type and size, and no feasible alternative means of

compliance are available which would be more effective in attaining the purposes of this chapter than the relief requested. For purposes of this paragraph, "infeasible" means incapable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors;

2. The Development Project will not generate any need for transportation or capital improvements infrastructure, or the increase in such need will be limited so as to justify a reduced Impact Fee;
 3. The Development Project is subject to a higher Impact Fee than what would otherwise apply under normal circumstances solely and exclusively due to unusual delays, beyond the reasonable control of the Applicant, related to an appeal, litigation and/or other similar circumstances;
 4. The requirements of this chapter have been incorrectly applied to a Development Project; and/or
 5. That application of the requirements of this chapter to a Development Project is unlawful under and/or conflict with federal, state, or local law and/or regulation, including constituting an unlawful taking of property without just compensation.
- B. Applications for reductions, waivers and/or appeals. Application for reduction, waivers and/or appeals of the Impact Fee must be made no later than the date of application for the building permit for the Development Project on a form provided by the City, and shall include payment of fees as established in the Master Fee Schedule. The burden of establishing by satisfactory factual proof the applicability and elements of this Section shall be on the Applicant. The Applicant must submit full information in support of their submittal as requested by the City Administrator. Failure to raise each and every issue that is contested in the application and provide appropriate supporting evidence will be grounds to deny the application and will also preclude the Applicant from raising such issues in court. Failure to submit such an application shall preclude such person from challenging the Impact Fees in court. The City Administrator may require, at the expense of the Applicant, review of the submitted materials by a third party.
- C. The City Administrator shall mail the Applicant a final, written determination on the application for a reduction, waiver and/or appeal. The City Administrator's decision is final and not administratively appealable.

15.74.090 – Enforcement.

- A. Failure to comply with any of the provisions of this chapter is declared to be prima facie evidence of an existing major violation and shall be abated by the City Administrator in accordance with the provisions of this chapter. Any person in violation will be subject to civil penalties, civil action and/or other legal remedies.
- B. If the Applicant fails to comply with any provisions of this chapter including failure to timely pay the Impact Fee, the City may take any of the following actions:
 1. Withhold issuance of the building-related permits;
 2. Record a Special Assessment or other lien or liens against the real property which is the subject of the Development Project for the amount of the Impact Fee;
 3. Revoke or suspend the temporary certificate of occupancy and/or certificate of occupancy for the Development Project;

4. Take any other action necessary and appropriate to secure payment, with interest accruing from the date of nonpayment; and/or
5. Assess civil penalties against an Applicant and/or associated parcel owner who fails to comply with this chapter, including failure to pay the impact fees, pursuant to Chapter 1.08 of this Code.

Violations of this chapter are considered to be “Major” pursuant to Section 1.08.040D of this Code. The daily civil penalties described in subsection (5) above shall continue until the violations are cured, including payment of the Impact Fee with accrued interest. Civil penalties established in this chapter are in addition to any other administrative or legal remedy which may be pursued by the City to address violations identified in this chapter.

Article III – Impact Fee Funds

15.74.100 – Transportation Impact Fee Fund.

The City Administrator shall establish a Transportation Impact Fee Fund to receive all Transportation Impact Fees collected pursuant to this chapter.

- A. Use of Funds. Funds deposited into the Transportation Impact Fee Fund, and all interest and investment earnings thereon, shall be used to pay for improvements within the public right-of-way for pedestrians, bicyclists and/or motor vehicles. Fee revenues may be used to fund a capital project or portion of a capital project that meets all of the following criteria:
1. The project is a capital project contained within the City’s Capital Improvement Program;
 2. The project is part of the City’s citywide transportation infrastructure or provides connectivity between neighborhoods and activity centers within the City, or to neighboring communities or regional transportation facilities, and is not primarily for access to one specific neighborhood or development site; and
 3. The project improves or expands the City’s citywide transportation infrastructure to address and manage travel demand from new development.

Projects may include not only managing vehicle impacts, but also shifting demand to transit, biking, and walking. Funds may not be used for rehabilitation, maintenance or operating costs.

Funds may also be used to cover reasonable administrative or related expenses of the City not reimbursed through processing fees. Funds may also be used for costs reasonably related to preparation and revision of plans, policies and studies including nexus studies required to make any necessary findings and determinations required by the Mitigation Fee Act.

- B. Administration and Reporting Requirements. The Transportation Impact Fee Fund shall be administered by the City Administrator, who shall have the authority to govern the Transportation Impact Fee Fund consistent with this section and to prescribe regulations for the administration and use of the Transportation Impact Fee Fund.

The City shall comply with the annual reporting requirements under Government Code Section 66006(b) related to beginning and ending account balances, revenues received

and capital projects funded.

Following the fifth fiscal year after the first deposit of fee revenue and every five years thereafter, the City shall comply with the reporting requirements under Government Code Section 66001(d). To comply with this section, the City must demonstrate that there continues to be a reasonable relationship between the fee and the purpose for which it is charged.

15.74.110 – Capital Improvements Impact Fee Fund.

The City Administrator shall establish a Capital Improvements Impact Fee Fund to receive all Capital Improvements Impact Fees collected pursuant to this chapter.

- A. Use of Funds. Funds deposited into the Capital Improvements Impact Fee Fund, and all interest and investment earnings thereon, shall be used to pay for projects that are required for fire, police, library, parks and recreation, or storm drain services. Fee revenues may be used to fund a public facility or portion of a public facility that meets all of the following criteria:
1. The project is a capital project contained within the City’s Capital Improvement Program;
 2. If the project supports fire, police, library, or parks and recreation services, the project must improve or expand the City’s public facilities to accommodate service demand from new development; funds may not be used for rehabilitation, maintenance or operating costs; and
 3. If the project supports storm drain services the project must improve, expand, or rehabilitate the City’s storm drain facilities to accommodate service demand from new development.

Funds may also be used to cover reasonable administrative or related expenses of the City not reimbursed through processing fees. Funds may also be used for costs reasonably related to preparation and revision of plans, policies, and studies including nexus studies required to make any necessary findings and determinations required by the Mitigation Fee Act.

- B. Administration and Reporting Requirements. The Capital Improvements Impact Fee Fund shall be administered by the City Administrator, who shall have the authority to govern the Capital Improvements Impact Fee Fund consistent with this section and to prescribe regulations for the administration and use of the Capital Improvements Impact Fee Fund.

The City shall comply with the annual reporting requirements under Government Code Section 66006(b) related to beginning and ending account balances, revenues received and capital projects funded.

Following the fifth fiscal year after the first deposit of fee revenue and every five years thereafter, the City shall comply with the reporting requirements under Government Code Section 66001(d). To comply with this section, the City must demonstrate that there continues to be a reasonable relationship between the fee and the purpose for which it is charged.

Article IV – Developer Constructed Facilities

15.74.120 – Credits and Reimbursement for Developer Constructed Facilities.

The City and the Developer of a Development Project subject to the requirements of this chapter may enter into a credit and reimbursement agreement (Agreement) to allow the Developer to construct transportation or capital facilities (Facilities) that would otherwise be funded in whole or in part by the Impact Fee. ~~Whether to enter into such an Agreement is~~ within the sole and absolute discretion of the City. Subject to the Agreement, the Developer would receive a credit against the amount of the Impact Fee due by the Development Project, and possibly reimbursement from Impact Fees paid by other Development Projects, as determined by this chapter. If the City decides to enter into such an Agreement, it shall be based on the City's standard Agreement template and comply with any requirements contained within the rules and regulations adopted by the City Administrator to implement this chapter pursuant to Section 15.74.130. The Agreement shall contain, at a minimum, provisions for the timing of the construction of the Facilities, security to ensure construction of the Facilities, amount of the credit, reimbursement procedures (if applicable), ownership of the Facilities, requirements for acceptance of the Facilities, maintenance responsibilities, guarantees of workmanship, insurance requirements and defense and indemnity. The Developer shall obtain all necessary permits and approvals for construction of the Facilities.

Article V – Miscellaneous

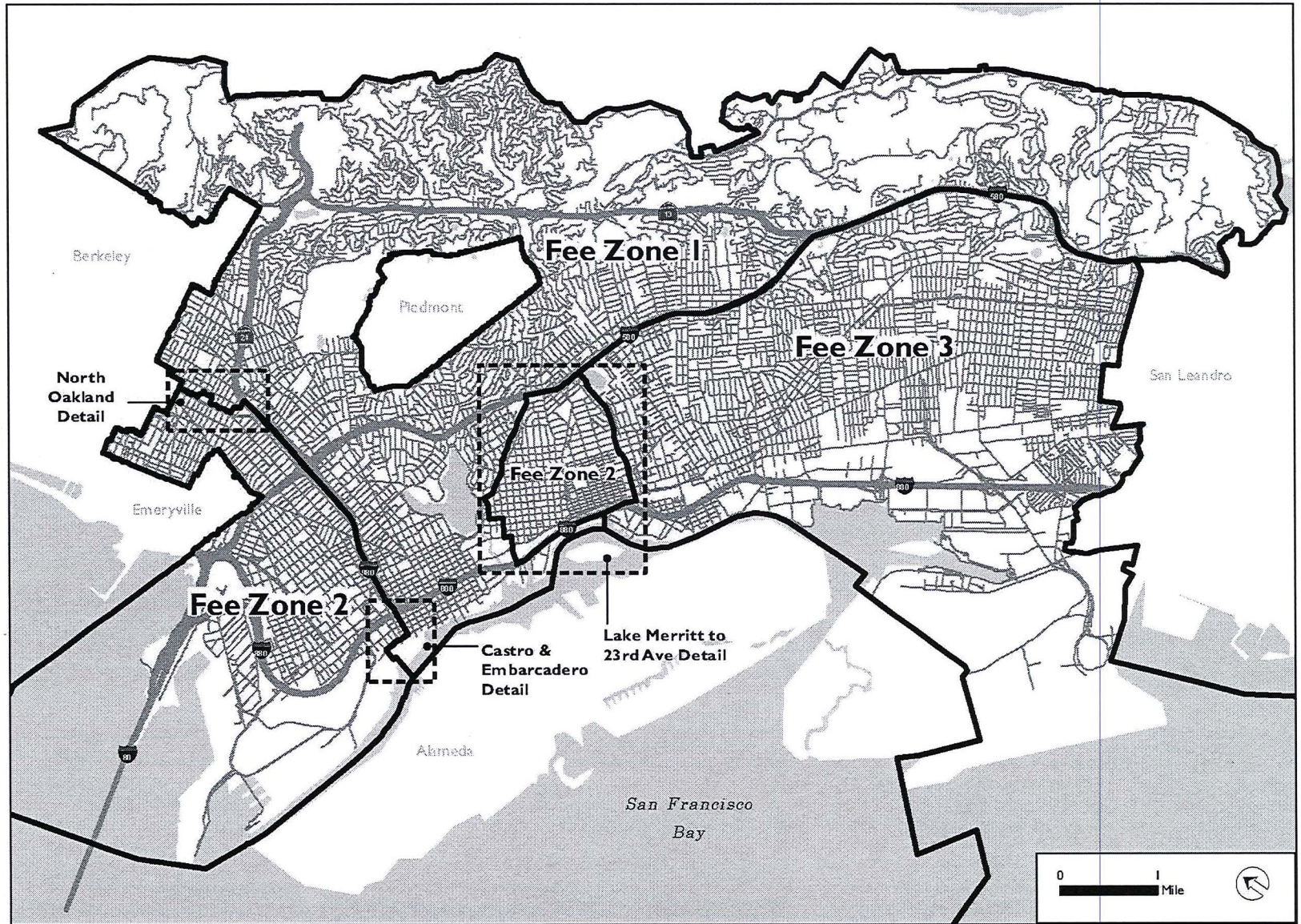
15.74.130 – Administrative Regulations.

The City Administrator is hereby authorized to adopt rules and regulations consistent with this chapter as needed to implement this chapter, subject to the review and approval of the Office of the City Attorney, and to develop all related forms and/or other materials and take other steps as needed to implement this chapter, and make such interpretations of this chapter as he or she may consider necessary to achieve the purposes of this chapter.

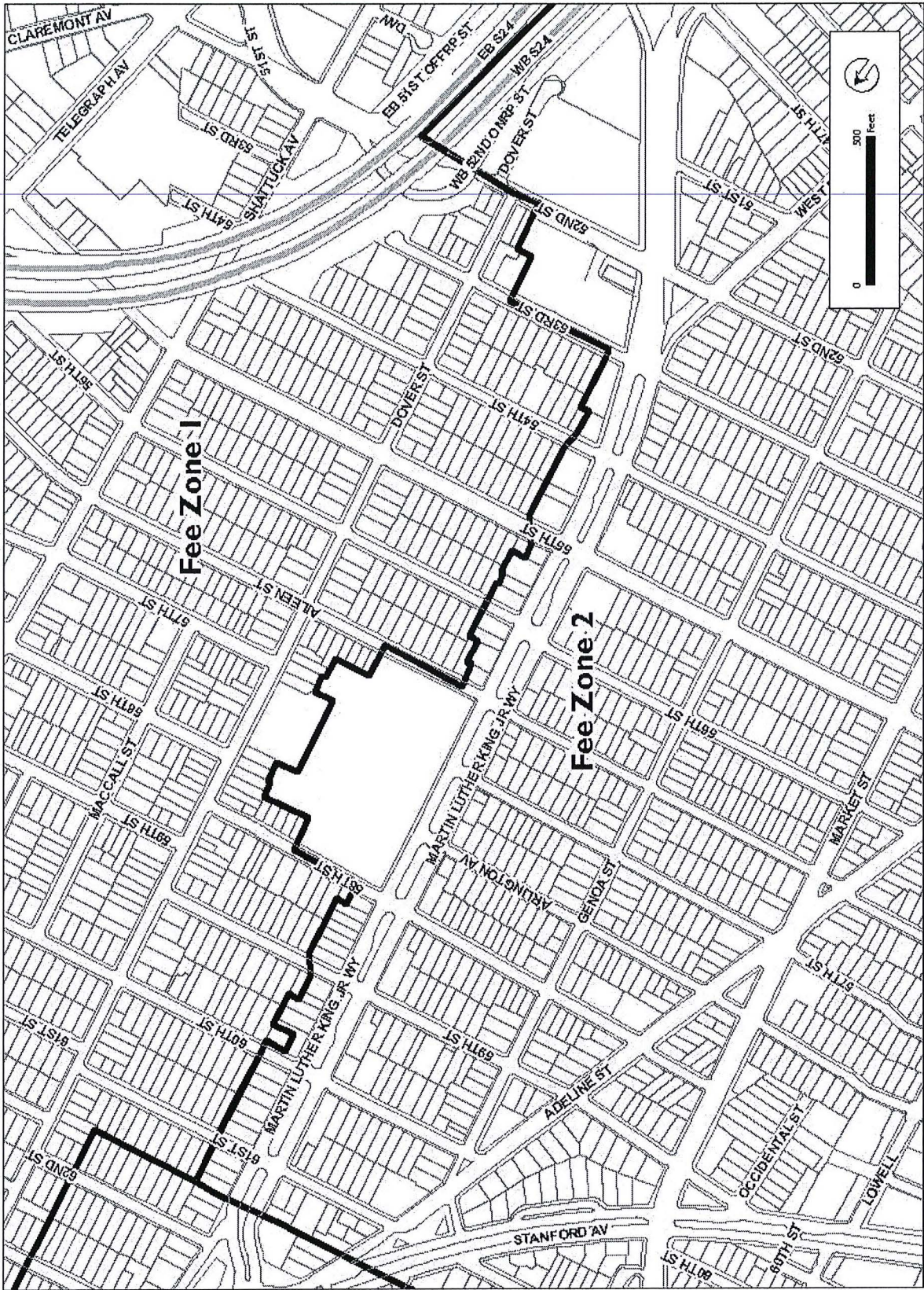
15.74.140 – Conflicting Provisions.

Where a conflict exists between the requirements in this chapter and applicable requirements contained in other chapters of this Code, the applicable requirements of this chapter shall prevail.

15.74.150 – Impact Fees Zone Maps.



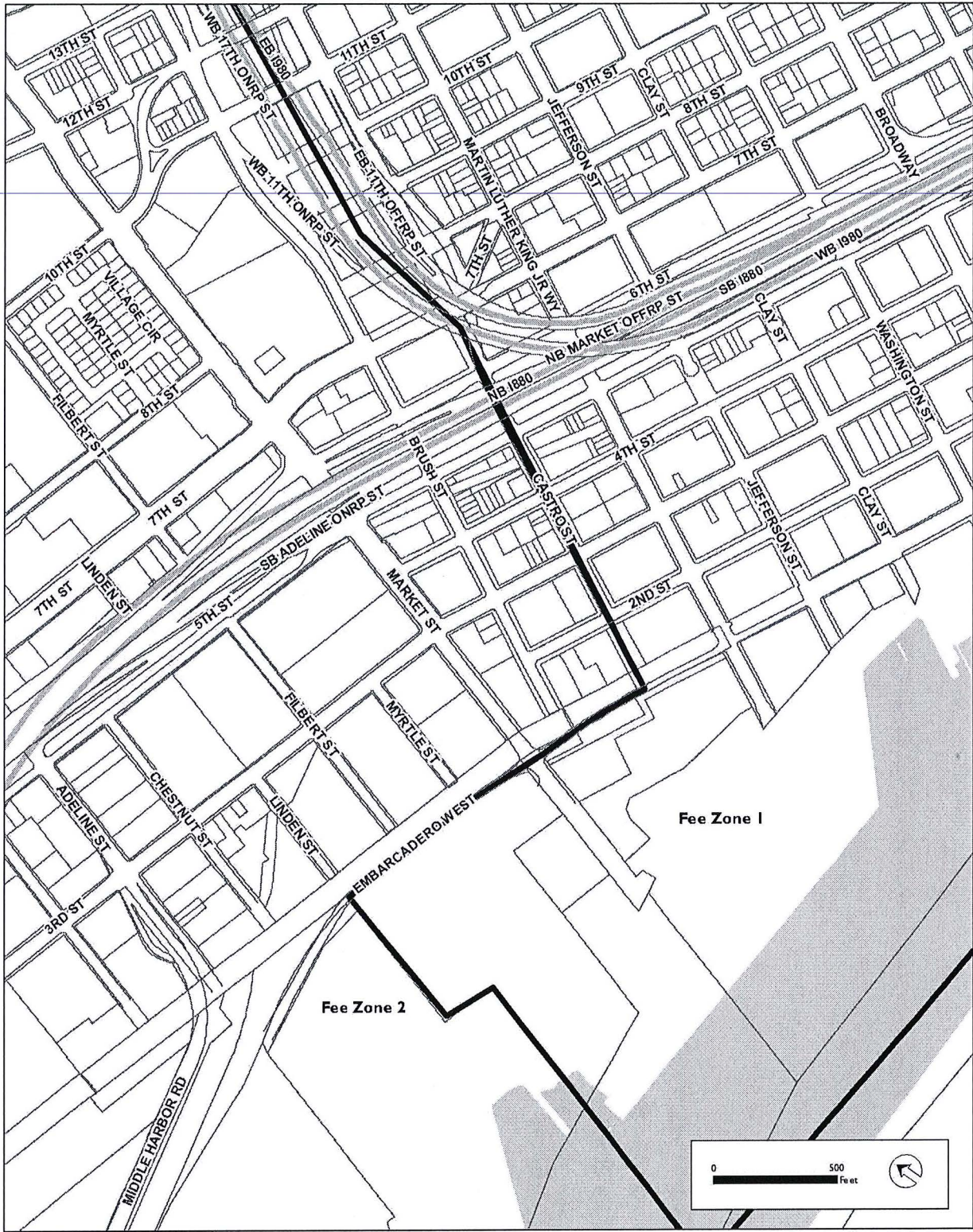
Impact Fee Zones for Residential Projects



Planning & Building Department
March 10, 2016

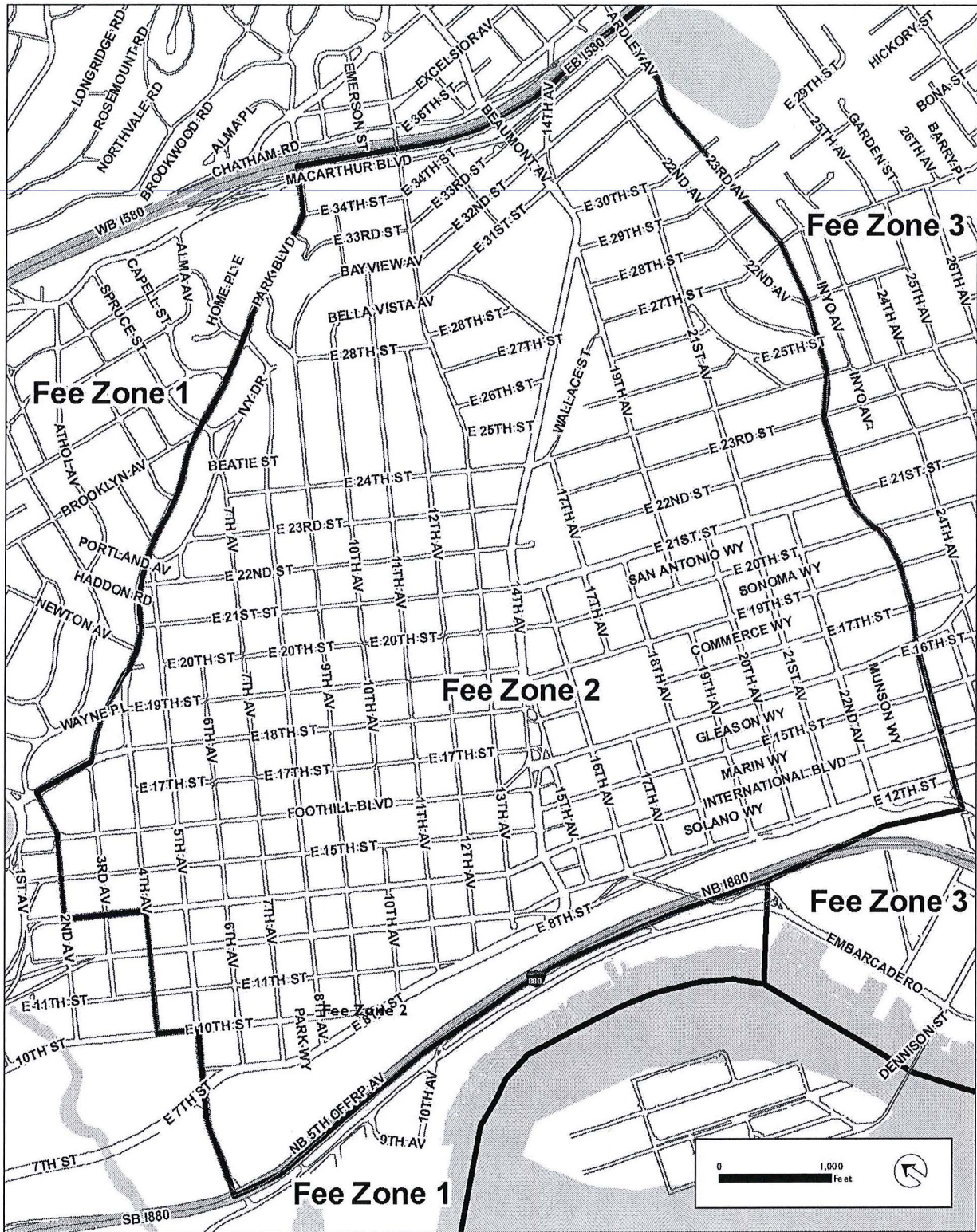
Impact Fee Zones for Residential Projects - North Oakland Detail





Impact Fee Zones for Residential Projects- Castro St & Embarcadero Detail

Planning & Building Department
March 10, 2016



Impact Fee Zones for Residential Projects - Lake Merritt to 23rd Ave Detail

Planning & Building Department
March 10, 2016

Section 5. The following is hereby added to the Master Fee Schedule (Ordinance No. 13320 C.M.S., as amended):

FEE DESCRIPTION	FEE UNIT
PLANNING & ZONING	
AA. CAPITAL IMPROVEMENTS IMPACT FEE (Effective Sept. 1, 2016 to Jun. 30, 2017)	
1 Multi-Family Housing	
a. Zone 1	750.00 Unit
b. Zone 2	250.00 Unit
c. Zone 3	0.00 Unit
2 Townhome Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	0.00 Unit
3 Single-Family Housing	
a. Zone 1	1,500.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	0.00 Unit
4 Office	0.00 Square Foot
5 Freestanding Retail	0.00 Square Foot
6 Ground Floor Retail	0.00 Square Foot
7 Industrial	0.40 Square Foot
8 Warehouse/Distribution	0.65 Square Foot
9 Hotel/Motel	0.10 Square Foot
10 Institutional	2.50 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal
BB. CAPITAL IMPROVEMENTS IMPACT FEE (Effective Jul. 1, 2017 to Jun. 30, 2018)	
1 Multi-Family Housing	
a. Zone 1	750.00 Unit
b. Zone 2	500.00 Unit
c. Zone 3	0.00 Unit
2 Townhome Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	0.00 Unit
3 Single-Family Housing	
a. Zone 1	2,000.00 Unit
b. Zone 2	1,500.00 Unit
c. Zone 3	0.00 Unit
4 Office	0.00 Square Foot
5 Freestanding Retail	0.15 Square Foot
6 Ground Floor Retail	0.00 Square Foot
7 Industrial	0.40 Square Foot
8 Warehouse/Distribution	0.90 Square Foot
9 Hotel/Motel	0.20 Square Foot
10 Institutional	2.50 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal

FEE DESCRIPTION	FEE UNIT
CC. CAPITAL IMPROVEMENTS IMPACT FEE (Effective Jul. 1, 2018 to Jun. 30, 2019)	
1 Multi-Family Housing	
a. Zone 1	1,250.00 Unit
b. Zone 2	750.00 Unit
c. Zone 3	0.00 Unit
2 Townhome Housing	
a. Zone 1	3,000.00 Unit
b. Zone 2	2,000.00 Unit
c. Zone 3	1,000.00 Unit
3 Single-Family Housing	
a. Zone 1	4,000.00 Unit
b. Zone 2	3,000.00 Unit
c. Zone 3	1,000.00 Unit
4 Office	1.00 Square Foot
5 Freestanding Retail	0.25 Square Foot
6 Ground Floor Retail	0.00 Square Foot
7 Industrial	0.75 Square Foot
8 Warehouse/Distribution	1.00 Square Foot
9 Hotel/Motel	0.35 Square Foot
10 Institutional	2.50 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal
DD. CAPITAL IMPROVEMENTS IMPACT FEE (Effective Jul. 1, 2019 to Jun. 30, 2020)	
1 Multi-Family Housing	
a. Zone 1	1,250.00 Unit
b. Zone 2	750.00 Unit
c. Zone 3	0.00 Unit
2 Townhome Housing	
a. Zone 1	3,000.00 Unit
b. Zone 2	2,000.00 Unit
c. Zone 3	1,000.00 Unit
3 Single-Family Housing	
a. Zone 1	4,000.00 Unit
b. Zone 2	3,000.00 Unit
c. Zone 3	1,000.00 Unit
4 Office	1.00 Square Foot
5 Freestanding Retail	0.25 Square Foot
6 Ground Floor Retail	0.00 Square Foot
7 Industrial	0.75 Square Foot
8 Warehouse/Distribution	1.00 Square Foot
9 Hotel/Motel	0.35 Square Foot
10 Institutional	2.50 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal

FEE DESCRIPTION	FEE UNIT
EE. CAPITAL IMPROVEMENTS IMPACT FEE (Beginning Jul. 1, 2020)	
1 Multi-Family Housing	
a. Zone 1	1,250.00 Unit
b. Zone 2	750.00 Unit
c. Zone 3	250.00 Unit
2 Townhome Housing	
a. Zone 1	3,000.00 Unit
b. Zone 2	2,000.00 Unit
c. Zone 3	1,000.00 Unit
3 Single-Family Housing	
a. Zone 1	4,000.00 Unit
b. Zone 2	3,000.00 Unit
c. Zone 3	1,000.00 Unit
4 Office	2.00 Square Foot
5 Freestanding Retail	0.50 Square Foot
6 Ground Floor Retail	0.00 Square Foot
7 Industrial	1.00 Square Foot
8 Warehouse/Distribution	1.00 Square Foot
9 Hotel/Motel	0.60 Square Foot
10 Institutional	3.00 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal
FF. TRANSPORTATION IMPACT FEE (Effective Sept. 1, 2016 to Jun. 30, 2017)	
1 Multi-Family Housing	
a. Zone 1	750.00 Unit
b. Zone 2	750.00 Unit
c. Zone 3	750.00 Unit
2 Townhome Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
3 Single-Family Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
4 Office	0.85 Square Foot
5 Freestanding Retail	0.75 Square Foot
6 Ground Floor Retail	0.75 Square Foot
7 Industrial	0.55 Square Foot
8 Warehouse/Distribution	0.35 Square Foot
9 Hotel/Motel	0.65 Square Foot
10 Institutional	1.20 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal

FEE DESCRIPTION	FEE UNIT
GG. TRANSPORTATION IMPACT FEE (Effective Jul. 1, 2017 to Jun. 30, 2018)	
1 Multi-Family Housing	
a. Zone 1	750.00 Unit
b. Zone 2	750.00 Unit
c. Zone 3	750.00 Unit
2 Townhome Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
3 Single-Family Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
4 Office	0.85 Square Foot
5 Freestanding Retail	0.75 Square Foot
6 Ground Floor Retail	0.75 Square Foot
7 Industrial	0.55 Square Foot
8 Warehouse/Distribution	0.35 Square Foot
9 Hotel/Motel	0.65 Square Foot
10 Institutional	1.20 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal
HH. TRANSPORTATION IMPACT FEE (Effective Jul. 1, 2018 to Jun. 30, 2019)	
1 Multi-Family Housing	
a. Zone 1	750.00 Unit
b. Zone 2	750.00 Unit
c. Zone 3	750.00 Unit
2 Townhome Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
3 Single-Family Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
4 Office	1.00 Square Foot
5 Freestanding Retail	0.75 Square Foot
6 Ground Floor Retail	0.75 Square Foot
7 Industrial	0.55 Square Foot
8 Warehouse/Distribution	0.35 Square Foot
9 Hotel/Motel	0.65 Square Foot
10 Institutional	2.00 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal

FEE DESCRIPTION	FEE UNIT
II. TRANSPORTATION IMPACT FEE (Effective Jul. 1, 2019 to Jun. 30, 2020)	
1 Multi-Family Housing	
a. Zone 1	750.00 Unit
b. Zone 2	750.00 Unit
c. Zone 3	750.00 Unit
2 Townhome Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
3 Single-Family Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
4 Office	1.00 Square Foot
5 Freestanding Retail	0.75 Square Foot
6 Ground Floor Retail	0.75 Square Foot
7 Industrial	0.55 Square Foot
8 Warehouse/Distribution	0.35 Square Foot
9 Hotel/Motel	0.65 Square Foot
10 Institutional	2.00 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal
JJ. TRANSPORTATION IMPACT FEE (Beginning Jul. 1, 2020)	
1 Multi-Family Housing	
a. Zone 1	750.00 Unit
b. Zone 2	750.00 Unit
c. Zone 3	750.00 Unit
2 Townhome Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
3 Single-Family Housing	
a. Zone 1	1,000.00 Unit
b. Zone 2	1,000.00 Unit
c. Zone 3	1,000.00 Unit
4 Office	2.00 Square Foot
5 Freestanding Retail	0.75 Square Foot
6 Ground Floor Retail	0.75 Square Foot
7 Industrial	0.55 Square Foot
8 Warehouse/Distribution	0.35 Square Foot
9 Hotel/Motel	0.65 Square Foot
10 Institutional	3.00 Square Foot
The Records Management Fee and Technology Enhancement Fee do not apply to the above fees. See OMC Section 17.74.150 for the maps of the above zones.	
11 Appeals	
a. Filing Fee	4,010.43 Appeal

Section 6. Section 1.08.020A.1 of the Oakland Municipal Code is hereby amended as follows (additions are in underline and deleted language is indicated with ~~strikeout~~ text).

1.08.20 - Scope.

A. This chapter authorizes the administrative assessment of civil penalties to effect abatement of:

1. Any violations of provisions of the following Oakland Municipal Codes: Oakland Building Code (OMC Chapter 15.04), the Oakland Housing Code (OMC Chapter 15.08), Uniform Fire Code (OMC Chapter 15.12), Fire Damaged Area Protection & Improvement Code (OMC Chapter 15.16) Bedroom Window Security Bar & Smoke Detector Permit Code (OMC Chapter 15.64), Oakland Planning Code (OMC Title 17), Transient Occupancy Tax Code (OMC Chapter 4.24), Hotel Rates & Register Code (OMC Chapter 5.34), Animal Code (OMC Title 6), Health & Safety Code (OMC Title 8), Public Peace, Morals and Welfare Code (OMC Title 9), Vehicles and Traffic Code (OMC Title 10), Streets, Sidewalks & Public Places Code (OMC Title 12), Creek Protection, Storm Water Management and Discharge Control Code (OMC Chapter 13.16)), Transportation and Capital Improvements Impact Fees (OMC Chapter 15.74), and the Oakland Sign Code (OMC Chapter 14);

Section 7. The record before this Council relating to this Ordinance and supporting the findings made herein includes, without limitation, the following:

1. "Oakland Transportation and Capital Improvements Impact Fee Nexus Analysis" prepared by Urban Economics with Hausrath Economics Group, BKF Engineers, and Fehr & Peers dated March 10, 2016;
2. "Economic Feasibility Study for Oakland Impact Fee Program" prepared by HEG dated April 1, 2016;
3. "Oakland Impact Fee Program CEQA Compliance" prepared by Lamphier-Gregory dated March 10, 2016;
4. Materials provided to the Stakeholder Working Group;
5. All final staff reports, and other final documentation and information produced by or on behalf of the City, including without limitation supporting technical studies and all related/supporting final materials, and all final notices relating to the impact fee program and attendant meetings;
6. All oral and written evidence received by the CED Committee and City Council during the public meetings and hearings on the impact fee program and this Ordinance; and all written evidence received by the relevant City staff before and during the public meetings and hearings on the impact fees;
7. All matters of common knowledge and all official enactments and acts of the City, such as (a) the City's General Plan; (b) the Oakland Municipal Code and Planning Code; (c) other applicable City policies and regulations; and (d) all applicable state and federal laws, rules and regulations.

The custodians and locations of the documents or other materials which constitute the record of proceedings upon which the City Council's decision is based are respectively: (a) Planning and Building Department –Bureau of Planning, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California; and (b) Office of the City Clerk, One Frank H. Ogawa Plaza, 1st Floor, Oakland California.

Section 8. The provisions of this Ordinance are severable. If a court of competent jurisdiction determines that any word, phrase, clause, sentence, paragraph, subsection, section, chapter or other provision (collectively called “Part”) is invalid, or that the application of any Part of this Ordinance to any person or circumstance is invalid, such decision shall not affect the validity of the remaining Parts of this Ordinance. The City Council declares that it would have adopted this Ordinance irrespective of the invalidity of any Part of this Ordinance or its application to such persons or circumstances have expressly excluded from its coverage.

Section 9. This Ordinance shall take effect sixty (60) days after its adoption, but shall not apply to Development Projects which obtain a vested right, as defined by California law, no later than 60 days after the adoption date of this Ordinance. Moreover, this Ordinance shall apply to Development Projects whose applications are determined and/or deemed complete on or after November 27, 2015, per the California Subdivision Map Act, Government Code Section 66474.2(b), provided a vested right, as defined by California law, has not been obtained no later than 60 days after the adoption date of this Ordinance.

Section 10. This Ordinance is enacted to serve the public interest and is necessary to protect the health, safety, and/or welfare of the citizens of Oakland, and is enacted pursuant to Article XI, Sections 5 and 7 of the California Constitution, the Mitigation Fee Act, Section 106 of the Oakland City Charter and the City’s home rule powers, and the City’s General Plan, specific plans and other land use plans.

Section 11. The City Council hereby authorizes the City Administrator or designee to make non-substantive, technical conforming changes (essentially correction of typographical and clerical errors), including omnibus cross-referencing conforming changes throughout the Oakland Municipal and Planning Codes, prior to formal publication of these amendments in the Oakland Municipal Code.

Section 12. Nothing in this Ordinance shall be interpreted or applied so as to create any requirement, power, or duty in conflict with any federal or state law.

Section 13. The Environmental Review Officer, or designee, is directed to cause to be filed a Notice of Exemption with the appropriate agencies.

MAY 03 2016

IN COUNCIL, OAKLAND, CALIFORNIA, _____

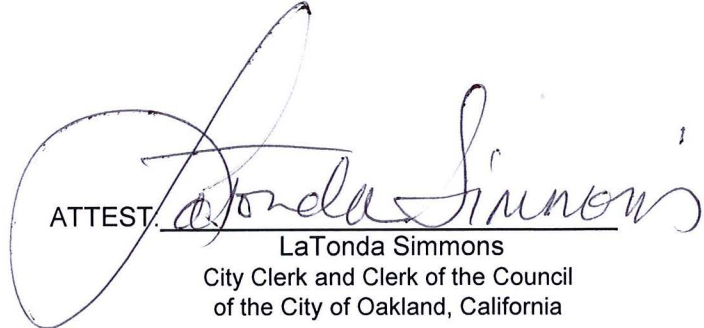
PASSED BY THE FOLLOWING VOTE:

AYES- ~~BROOKS~~, CAMPBELL WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID, AND PRESIDENT GIBSON MCELHANEY **-7**

NOES- **Brooks-1**

ABSENT- **Ø**

ABSTENTION- **Ø**

ATTEST. 
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

DATE OF ATTESTATION: **May 4, 2016**

Introduction Date
APR 19 2016

AN ORDINANCE (1) AMENDING THE OAKLAND MUNICIPAL CODE TO ESTABLISH CITY-WIDE TRANSPORTATION AND CAPITAL IMPROVEMENTS IMPACT FEES AND MAKE RELATED AND CONFORMING AMENDMENTS, (2) AMENDING THE MASTER FEE SCHEDULE (ORDINANCE NO. 13320 C.M.S., AS AMENDED) TO INCLUDE THE TRANSPORTATION AND CAPITAL IMPROVEMENTS IMPACT FEES, AND (3) ADOPTING CEQA EXEMPTION FINDINGS

NOTICE AND DIGEST

This Ordinance amends the Oakland Municipal Code to establish City-wide transportation and capital improvements impact fees on development. This Ordinance also makes other changes to the Oakland Municipal Code, including Chapter 1.08 (which establishes Civil Penalties), to update those sections, and conform those sections to this Ordinance. This Ordinance amends the City's Master Fee Schedule to add the transportation and capital improvements impact fees. Finally, this Ordinance adopts various findings including findings related to exemptions under the California Environmental Quality Act.