AGENDA

BERKELEY CITY COUNCIL MEETING

Tuesday, June 9, 2026
6:00 PM

SCHOOL DISTRICT BOARD ROOM - 1231 ADDISON STREET, BERKELEY, CA 94702
TELECONFERENCE LOCATION - 16 GARDEN STREET, CAMBRIDGE, MA 02138

ADENA ISHII, MAYOR

COUNCILMEMBERS:

DISTRICT 1 – RASHI KESARWANI
DISTRICT 2 – TERRY TAPLIN
DISTRICT 3 – BEN BARTLETT
DISTRICT 4 – IGOR TREGUB
DISTRICT 5 – SHOSHANA O'KEEFE
DISTRICT 6 – BRENT BLACKABY
DISTRICT 7 – CECILIA LUNAPARRA
DISTRICT 8 – MARK HUMBERT

*This meeting will be conducted in a hybrid model with both in-person and virtual attendance. Attend this meeting remotely using Zoom. To request to speak, use the "raise hand" function in Zoom. To join by phone: Dial **1-669-254-5252 or 1-833-568-8864 (Toll Free)** and enter **Meeting ID: 165 707 6282**. To provide public comment, Press *9 and wait to be recognized by the Chair. To submit a written communication for the public record, email council@berkeleyca.gov.*

Live captioned broadcasts of Council meetings are available on B-TV (Channel 33) and via internet video stream. All Council meetings are recorded.

This meeting will be conducted in accordance with the Brown Act, Government Code Section 54953. Any member of the public may attend this meeting, however, if you are feeling sick, please do not attend the meeting in person. The City Council may take action related to any subject listed on the Agenda.

Pursuant to the City Council Rules of Procedure and State Law, the presiding officer may remove, or cause the removal of, an individual for disrupting the meeting. Prior to removing an individual, the presiding officer shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding officer may then remove the individual if they do not promptly cease their disruptive behavior. "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, a failure to comply with reasonable and lawful regulations adopted by a legislative body, or engaging in behavior that constitutes use of force or a true threat of force.

***Government Code Section 84308 (Levine Act)** - Parties to a proceeding involving a license, permit, or other entitlement for use are required to disclose if they made contributions over $500 within the prior 12 months to any City employee or officer. Parties and participants with a financial interest are prohibited from making more than $500 in contributions to a decisionmaker for the 12 months after the final decision is rendered on the proceeding. The above contribution disclosures and restrictions do not apply when the proceeding is competitively bid, or involves a personnel or labor contract. For more information, see Government Code Section 84308.*

Preliminary Matters

Roll Call:

Land Acknowledgement Statement: *The City of Berkeley recognizes that the community we live in was built on the territory of xučyun (Huchiun (Hooch-yoon)), the ancestral and unceded land of the Chochenyo (Cho-chen-yo)-speaking Ohlone (Oh-low-nee) people, the ancestors and descendants of the sovereign Verona Band of Alameda County. This land was and continues to be of great importance to all of the Ohlone Tribes and descendants of the Verona Band. As we begin our meeting tonight, we acknowledge and honor the original inhabitants of Berkeley, the documented 5,000-year history of a vibrant community at the West Berkeley Shellmound, and the Ohlone people who continue to reside in the East Bay. We recognize that Berkeley's residents have and continue to benefit from the use and occupation of this unceded stolen land since the City of Berkeley's incorporation in 1878. As stewards of the laws regulating the City of Berkeley, it is not only vital that we recognize the history of this land, but also recognize that the Ohlone people are present members of Berkeley and other East Bay communities today. The City of Berkeley will continue to build relationships with the Lisjan Tribe and to create meaningful actions that uphold the intention of this land acknowledgement.*

Ceremonial Matters: *In addition to those items listed on the agenda, the Mayor may add additional ceremonial matters.*

City Manager Comments: *The City Manager may make announcements or provide information to the City Council in the form of an oral report. The Council will not take action on such items but may request the City Manager place a report on a future agenda for discussion.*

Public Comment on Non-Agenda Matters: *Up to ten persons will be selected to address matters not on the Council agenda. If five or fewer persons are identified to provide non-agenda comment, each person selected will be allotted two minutes each. If more than five persons are selected to address matters not on the Council agenda, each person selected will be allotted one minute each.*

In-person attendees wishing to address the Council on matters not on the Council agenda during the initial ten-minute period for such comment, must submit a speaker card to the City Clerk in person at the meeting location and prior to the moment that the Presiding Officer calls for public comment on non-agenda items. Remote attendees must raise their hand in the videoconference application when the Presiding Officer calls for non-agenda speakers. The first five raised hands on the videoconference application will be selected to speak and the first five cards drawn at the meeting will be selected to speak. The number of in-person and remote speakers selected may be adjusted by the Presiding Officer if fewer than five speakers from either format are identified.

The remainder of the speakers wishing to address the Council on non-agenda items will be heard at the end of the agenda.

Public Comment by Employee Unions (first regular meeting of the month): *This period of public comment is reserved for officially designated representatives of City of Berkeley employee unions, with five minutes allocated per union if representatives of three or fewer unions wish to speak and up to three minutes per union if representatives of four or more unions wish to speak.*

Consent Calendar

The Council will first determine whether to move items on the agenda for "Action" or "Information" to the "Consent Calendar", or move "Consent Calendar" items to "Action." Three members of the City Council must agree to pull an item from the Consent Calendar or Information Calendar for it to move to Action. Items that remain on the "Consent Calendar" are voted on in one motion as a group. "Information" items are not discussed or acted upon at the Council meeting unless they are moved to "Action" or "Consent".

No additional items can be moved onto the Consent Calendar once public comment has commenced. At any time during, or immediately after, public comment on Information and Consent items, any Councilmember may move any Information or Consent item to "Action." Following this, the Council will vote on the items remaining on the Consent Calendar in one motion.

For items moved to the Action Calendar from the Consent Calendar or Information Calendar, persons who spoke on the item during the Consent Calendar public comment period may speak again at the time the matter is taken up during the Action Calendar.

Public Comment on Consent Calendar and Information Items Only: *The Council will take public comment on any items that are either on the amended Consent Calendar or the Information Calendar. If ten or fewer persons are interested in speaking on an individual agenda item, each speaker may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may, with the consent of persons representing both sides of an issue, allocate a block of time to each side to present their issue. A speaker may only speak once during the period for public comment on Consent Calendar and Information items.*

Additional information regarding public comment by City of Berkeley employees and interns: Employees and interns of the City of Berkeley, although not required, are encouraged to identify themselves as such, the department in which they work and state whether they are speaking as an individual or in their official capacity when addressing the Council in open session or workshops.

Consent Calendar

1. Lease Agreement: Patpatia & Associates, Inc. for 125-127 University Avenue
From: City Manager
Recommendation: Adopt second reading of Ordinance No. 8,009-N.S. executing a lease agreement with Patpatia & Associates, Inc. to lease second floor office space located at 125-127 University Avenue in the Berkeley Waterfront. The initial lease term is anticipated to begin July 1, 2026 and end June 30, 2029, with two-1-year options to extend.
First Reading Vote: All Ayes.
Financial Implications: See report
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

Consent Calendar

2. Amendment: FY 2026 Annual Appropriations Ordinance
From: City Manager
Recommendation: Adopt second reading of Ordinance No. 8,010-N.S. amending the FY 2026 Annual Appropriations Ordinance No. 7,993–N.S. for fiscal year 2026 based upon recommended re-appropriation of committed FY 2025 funding and other adjustments in the amount of $17,362,804 (gross) and $16,419,776 (net).
First Reading Vote: All Ayes.
Financial Implications: See report
Contact: Maricar Dupaya, Budget Manager, (510) 981-7000

3. Amendment to BMC Chapter 2.100 to Subject Pepper Spray to the Approval and Reporting Requirements of the Police Equipment Ordinance
From: City Manager
Recommendation: Adopt second reading of Ordinance No. 8,011-N.S. amending Berkeley Municipal Code Section 2.100.040 to add pepper spray to the list of police equipment subject to the approval processes and reporting requirements defined in Chapter 12.8 of the California Government Code and BMC Chapter 2.100, and to require reporting on the administration of first aid following each use of pepper spray.
First Reading Vote: All Ayes.
Financial Implications: Staff time
Contact: Jennifer Louis, Police, (510) 981-5900

4. Assessments: Telegraph Property Based Business Improvement District
From: City Manager
Recommendation: Adopt a Resolution approving the Telegraph Property Based Business Improvement District (TBID) Annual Report of Fiscal Year (FY) 2026 and proposed FY 2027 budget and declaring Council's intention to levy an annual assessment for the TBID for FY 2027.
Financial Implications: See report
Contact: Eleanor Hollander, Economic Development, (510) 981-7530

5. Assessments: Berkeley Tourism Business Improvement District
From: City Manager
Recommendation: Adopt a Resolution approving the Annual Planning Report and preliminary budget for Fiscal Year 2027 (FY27) for the Berkeley Tourism Business Improvement District (BTBID) as recommended by the BTBID Owners' Association.
Financial Implications: See report
Contact: Eleanor Hollander, Economic Development, (510) 981-7530

Consent Calendar

6. Assessments: North Shattuck Property Based Business Improvement District
From: City Manager
Recommendation: Adopt a Resolution approving the North Shattuck Property Based Business Improvement District (NSBID) Annual Report of Fiscal Year (FY) 2026 and proposed budget for FY 2027 and declaring Council's intention to levy an annual assessment for the NSBID for FY 2027.
Financial Implications: See report
Contact: Eleanor Hollander, Economic Development, (510) 981-7530

7. Contract No 32400063 Amendment: Community Agency Agreement- Transient Occupancy Tax (TOT) Berkeley Convention and Visitors Bureau with the Berkeley Convention and Visitors Bureau d.b.a. Visit Berkeley
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to amend Contract No. 32400063 between Visit Berkeley and the City of Berkeley. This amendment intends to modify the existing Not-to-Exceed (NTE) amount of the contract to allow all pass-through amounts of Transient Occupancy Tax (TOT) collected on behalf of Visit Berkeley above the existing NTE amount to be paid to Visit Berkeley when received. This amendment to the contract with Visit Berkeley will increase the contract amount by $1,114,351 for a new contract amount NTE $4,614,351.
Financial Implications: See report
Contact: Eleanor Hollander, Economic Development, (510) 981-7530

8. Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on June 9, 2026
From: City Manager
Recommendation: Approve the request for proposals or invitation for bids (attached to staff report) that will be, or are planned to be, issued upon final approval by the requesting department or division. All contracts over the City Manager's threshold will be returned to Council for final approval.
Financial Implications: Various Funds - $2,849,000
Contact: Henry Oyekanmi, Finance, (510) 981-7300

9. Notice of Appropriations Limit for Fiscal Year 2027
From: City Manager
Recommendation: Adopt a Resolution providing notice that: 1) Council will adopt an appropriations limit for Fiscal Year 2027 at its meeting of June 30, 2026; and 2) the amount of the limit and the background material used in its calculation will be available for public review in the City Clerk's Office on or before June 9, 2026.
Financial Implications: See report
Contact: Henry Oyekanmi, Finance, (510) 981-7300

Consent Calendar

10. Contract: Medical Priority Consultants, Inc dba Priority Dispatch
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a waiver of competition based on a Sole and Single Source justification and execute a contract with Medical Priority Consultants, Inc., doing business as Priority Dispatch, for the purchase, implementation, and maintenance of the International Academy of Emergency Dispatch (IAED) ProQA Priority Dispatch System software for Medical Priority Dispatch System (MPDS), Fire Priority Dispatch System (FPDS), and Police Priority Dispatch System (PPDS), including training, quality assurance tools, and ongoing software maintenance, in an amount not to exceed $942,533 for a five-year base term beginning July 1, 2026 and ending June 30, 2031 with two, two-year extension options not to exceed a total of $793,765 for the four extension years, and for a total contract amount not to exceed of $1,736,298 over nine years.
Financial Implications: See report
Contact: David Sprague, Fire, (510) 981-3473

11. Revenue Grant Agreements: Funding Support from the State of California to Conduct Public Health Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager or designee to submit a grant agreement to the State of California, to accept the grant and execute any resultant revenue agreements and amendments to conduct public health promotion, protection, and prevention services for the Maternal, Child, and Adolescent Health (MCAH) Program. The projected total amount of the grant is $315,267 for Fiscal Year (FY) 2027 through Fiscal Year 2029.
Financial Implications: See report
Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100

12. Donation: Memorial Bench at Berkeley Marina/Shorebird Park in Memory of Diana Zucker Patpatia
From: City Manager
Recommendation: Adopt a Resolution accepting a cash donation in the amount of $3,400 for a memorial bench to be placed at the Berkeley Waterfront in memory of Diana Zucker Patpatia.
Financial Implications: $3,400 (Donation)
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

13. Donation: Memorial Bench at the Berkeley Rose Garden in Memory of Michael S. Sorgen
From: City Manager
Recommendation: Adopt a Resolution accepting a cash donation in the amount of $3,400 for a memorial bench to be placed at the Berkeley Rose Garden in memory of Michael S. Sorgen.
Financial Implications: $3,400 (Donation)
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

Consent Calendar

14. Contract: Chemical Procurement Services LLC for Mini-Bulk Swimming Pool Chemicals
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute a contract with Chemical Procurement Services LLC for Mini Bulk Swimming Pool Chemicals in an amount not to exceed $175,000 for the term of July 1, 2026, to June 30, 2028.
Financial Implications: Various Funds - $175,000
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

15. Contract No. 32300202 Amendment: Vol-Ten Corp Bus Service for Echo Lake Camp and Recreation Division Programs
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32300202 with Vol-Ten Corporation DBA: Delta Charter Bus to provide charter bus transportation services for Echo Lake Youth Camp and other summer Recreation Division programs by adding $140,000 for a new not to exceed amount of $539,000.
Financial Implications: Various Funds - $140,000
Contact: Scott Ferris, Parks, Recreation and Waterfront, (510) 981-6700

16. Storefront Retail Cannabis Establishment: 2590 Telegraph Avenue
From: City Manager
Recommendation: Adopt a Resolution permitting the People's Cannabis Company to operate a storefront retail cannabis establishment at 2590 Telegraph Avenue, pursuant to BMC 23.320.020 (Cannabis Retail), contingent on the company obtaining all other required state and local permits.
Financial Implications: See report
Contact: Jordan Klein, Planning and Development, (510) 981-7400

17. Contract No. 32300022 Amendment: Public Safety Family Counseling Group Inc. for Additional Critical Incident Stress Management (CISM), Education and Counseling Services
From: City Manager
Recommendation: Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32300022 with Public Safety Family Counseling Group Inc. to provide additional CISM, Peer Support Team support, education, and counseling services, for a total amount not to exceed $60,000, for a total contract amount not to exceed $260,000, and extending the term through June 30, 2027.
Financial Implications: General Fund - $60,000
Contact: Jennifer Louis, Police, (510) 981-5900

Consent Calendar

18a. Policy Recommendations for the City of Berkeley Regarding Event Producers and Civic Events
From: Civic Arts Commission
Recommendation: Adopt the attached City of Berkeley Event Producers and Civic Events Policy Recommendations.
Financial Implications: See report
Contact: Carianna Arredondo, Commission Secretary, (510) 981-7000

18b. Companion Report: Policy Recommendations for the City of Berkeley Regarding Event Producers and Civic Events
From: City Manager
Recommendation: Refer to the City Manager:
1. A feasibility and cost analysis of the Civic Arts Commission's Policy Recommendations, with the inclusion of alternative recommendations that meet the Civic Arts Commission's intention of an equitable, transparent, efficient, and predictable special events program in Berkeley;
2. Present analytical findings and any alternative policy recommendations to the Civic Arts Commission for feedback and stakeholder engagement; and
3. Return to the City Council with findings and final recommendations regarding Special Events in Berkeley.
Financial Implications: See report
Contact: Peter Radu, City Manager's Office, (510) 981-7000, Carianna Arredondo, City Manager's Office, (510) 981-7000

Council Consent Items

19. Berkeley Poet Laureate Program: Relinquishment of Council Office Budget Funds to General Fund and Grant of Such Fund
From: Mayor Ishii (Author)
Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed $2500 per Councilmember including $2500 from Mayor Ishii to the Berkeley Poet Laureate Program to support the continuation of the program by covering associated selection panelist fees and stipends for the selected poet laureate with funds relinquished to the City's general fund for this purpose from the discretionary Council Office Budgets of Mayor Ishii and any other Councilmembers who would like to contribute.
Financial Implications: Mayor's Discretionary Funds - $2,500
Contact: Adena Ishii, Mayor, (510) 981-7100

Council Consent Items

20. Chavez/Huerta Tribute Site: Relinquishment of Council Office Budget Funds to General Fund and Grant of Such Fund
From: Mayor Ishii (Author), Councilmember Kesarwani (Co-Sponsor)
Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed $2500 per Councilmember including $2500 from Mayor Ishii and $500 from Councilmember Rashi Kesarwani to the Kala Art Institute, the fiscal sponsor for the Chavez/Huerta Tribute Site, with funds relinquished to the City's general fund for the purpose of providing the resources needed for the maintenance of the Chavez/Huerta Tribute Site, from the discretionary Council Office Budgets of Mayor Ishii & Councilmember Kesarwani and any other Councilmembers who would like to contribute.
Financial Implications: Councilmembers' Discretionary Funds - $2,500
Contact: Adena Ishii, Mayor, (510) 981-7100

21. 2027 Holocaust Remembrance Day Program: Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds
From: Mayor Ishii (Author), Councilmember Tregub (Co-Sponsor)
Recommendation: Adopt a Resolution approving the expenditure of an amount not to exceed $3,500 per Councilmember, including $3,500 from Mayor Ishii, and $500 from Councilmember Tregub to support the City's Annual Holocaust Remembrance Day program with funds relinquished to the City's general fund. The relinquishment of funds from the discretionary Council Office Budget of all Councilmembers who would like to contribute, allows the City of Berkeley to invite the community to its 24th Annual Holocaust Remembrance Day program, created by the community with City Council support.
Financial Implications: Councilmembers' Discretionary Funds - $500
Contact: Adena Ishii, Mayor, (510) 981-7100

22. Amendments to Berkeley Municipal Code Section 23.204.070 (D) (Hot tubs)
From: Councilmember Humbert (Author)
Recommendation: Refer to the City Manager and the Planning Commission to amend Berkeley Municipal Code Section 23.304.070(D) to: 1. Allow unenclosed outdoor hot tubs, jacuzzis, and spas ministerially in all zoning districts except ES-R, subject to compliance with applicable building, fire, noise, and setback requirements; and 2. Replace the Use Permit requirement in the ES-R district with an Administrative Use Permit (AUP). This change aligns the level of review with the actual impacts of these installations, reduces unnecessary delay and cost (both to applicants and the City), and preserves appropriate oversight in environmentally sensitive areas.
Financial Implications: See report
Contact: Mark Humbert, Councilmember, District 8, (510) 981-7180

Action Calendar

The public may comment on each item listed on the agenda for action. For items moved to the Action Calendar from the Consent Calendar or Information Calendar, persons who spoke on the item during the Consent Calendar public comment period may speak again during the Action Calendar public comment period on the item

Action Calendar

The Presiding Officer will request that persons wishing to speak line up at the podium, or use the "raise hand" function in Zoom, to determine the number of persons interested in speaking at that time. If ten or fewer persons are interested in speaking on an individual agenda item, each speaker may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may, with the consent of persons representing both sides of an issue, allocate a block of time to each side to present their issue.

Action items may be reordered at the discretion of the Chair with the consent of Council.

The Presiding Officer may open and close an additional comment period for Action items on this agenda (excluding any public hearings, appeals, and/or quasi-judicial matters), at the start of the Action Calendar. Those who speak on an item during this comment period may not speak a second time when the item is taken up by Council.

Action Calendar – Public Hearings

Staff shall introduce the public hearing item and present their comments. For certain hearings, this is followed by five-minute presentations each by first the appellant and then the applicant. The Presiding Officer will request that persons wishing to speak line up at the podium, or use the "raise hand" function in Zoom, to be recognized and to determine the number of persons interested in speaking at that time.

If ten or fewer persons are interested in speaking during a public hearing, each speaker may speak for two minutes. If there are more than ten persons interested in speaking, the Presiding Officer may limit the public comment for all speakers to one minute per speaker. Speakers are permitted to yield their time to one other speaker, however no one speaker shall have more than four minutes. The Presiding Officer may with the consent of persons representing both sides of an issue allocate a block of time to each side to present their issue.

When applicable, each member of the City Council shall verbally disclose all ex parte contacts concerning the subject of the hearing. Councilmembers shall also submit a report of such contacts in writing prior to the commencement of the hearing. Written reports shall be available for public review in the office of the City Clerk.

23. Changes to the Environmental Health Fee Schedule *(Continued from May 19, 2026)*

From: City Manager

Recommendation: Conduct a public hearing and, upon conclusion, adopt a Resolution:

1. Approving revisions to the fee schedule for the Environmental Health Division (EHD) effective July 1, 2026, and,
2. Rescinding Resolution No. 71,354-N.S. effective July 1, 2026.

Financial Implications: See report

Contact: Scott Gilman, Health, Housing, and Community Services, (510) 981-5100

Action Calendar – Public Hearings

24. Repeal and Reenact Berkeley Municipal Code (BMC) Chapter 14.52 to Adjust the goBerkeley Parking Management Program; Change Parking Permit Fees; Establish a New Schedule for Parking Violations, Fines, and Late Payment Penalties; and Rescind Resolution No. 71,627-N.S. *(Continued from May 19, 2026)*

From: City Manager

Recommendation: Conduct a public hearing and upon conclusion:
1. Adopt first reading of an Ordinance repealing and reenacting Berkeley Municipal Code chapter 14.52, "Parking Meters," to enable the following changes: a. Extend parking meter operating hours to 8 p.m. citywide; b. Operate parking meters, pay stations, and parking enforcement on Sundays. c. Expand meter zones to new high-demand areas; d. Authorize a transition to cashless parking meters and/or pay stations in the future; and
2. Adopt a Resolution to pass through parking meter costs currently paid by the City to a transparent transaction charge paid by the customer; and
3. Adopt a Resolution implementing a new FY 2028 fee schedule for Residential Parking Permit fees; and
4. Adopt a Resolution updating the Schedule of Parking Violations and Fines; and rescinding Resolution No. 71,627-N.S. (Parking Violations and Fines).

Financial Implications: See report

Contact: Wahid Amiri, Public Works, (510) 981-6300

25. Zero Waste Plan Checks and Compliance Inspections Fees *(Continued from May 19, 2026) (Item contains revised materials)*

From: City Manager

Recommendation: Conduct a public hearing and upon conclusion, adopt a Resolution establishing new cost recovery fees in the Public Works Department's Zero Waste Plan Check and Compliance Inspections; authorizing the City Manager, or designee, to collect such fees to recover staffing costs.

Financial Implications: See report

Contact: Wahid Amiri, Public Works, (510) 981-6300

26. Appeal of the Housing Advisory Commission decision to deny the appeal and affirm the Determination by the Building Official for 1615 Fairview Street Regarding the Applicability of Exterior Elevated Elements Inspection Requirement

From: City Manager

Recommendation: Conduct a public hearing and upon conclusion, adopt a Resolution affirming the Housing Advisory Commission (HAC) decision to (1) deny the Appeal and affirm the Building Official's determination that 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program; and (2) uphold the associated fees consistent with Council-adopted policy and State law.

Financial Implications: None

Contact: Jordan Klein, Planning and Development, (510) 981-7400

Council Action Items

27. Discussion about the desired qualifications for the next Director of Police Accountability
From: Mayor Ishii (Author)
Recommendation: Enter into a discussion between WBCP Inc. (Recruiter), and the Mayor and City Council to determine the ideal candidate profile for the next director of Office of the Director of Police Accountability for the City of Berkeley.
Financial Implications: None
Contact: Adena Ishii, Mayor, (510) 981-7100

Action Calendar – Public Hearings

28. Proposed Five-Year Capital Improvement Program (CIP) and Proposed Five-Year CIP Public Hearing No. 1
From: City Manager
Recommendation: Accept the Proposed Five-Year (FY 2027 - FY 2031) Capital Improvement Program (CIP) for review and consideration by the City Council, conduct Public Hearing No. 1 on the Proposed Five-Year CIP, and final adoption for June 23, 2026.
Financial Implications: See report.
Contact: Maricar Dupaya, Budget Manager, (510) 981-7000

Public Comment – Items Not Listed on the Agenda

Adjournment

NOTICE CONCERNING YOUR LEGAL RIGHTS*: If you object to a decision by the City Council to approve or deny a use permit or variance for a project the following requirements and restrictions apply: 1) No lawsuit challenging a City decision to deny (Code Civ. Proc. §1094.6(b)) or approve (Gov. Code 65009(c)(5)) a use permit or variance may be filed more than 90 days after the date the Notice of Decision of the action of the City Council is mailed. Any lawsuit not filed within that 90-day period will be barred. 2) In any lawsuit that may be filed against a City Council decision to approve or deny a use permit or variance, the issues and evidence will be limited to those raised by you or someone else, orally or in writing, at a public hearing or prior to the close of the last public hearing on the project.*

Archived indexed video streams are available at: berkeleyca.gov/council-agendas.
Channel 33 rebroadcasts the following Wednesday at 9:00 a.m. and Sunday at 9:00 a.m.

Communications to the City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service to the City Clerk Department at 2180 Milvia Street. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk Department for further information.

Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at the public counter at the City Clerk Department located on the first floor of City Hall located at 2180 Milvia Street, and through the City's online records portal: https://records.cityofberkeley.info/.

Agendas, agenda reports, and revised/supplemental material may be accessed via the online agenda for this meeting at: berkeleyca.gov/council-agendas
and may be accessed at reference desks at the following locations:

City Clerk Department - 2180 Milvia Street, First Floor
Tel: 510-981-6900, TDD: 510-981-6903, Fax: 510-981-6901
Email: clerk@berkeleyca.gov

Libraries: Main – 2090 Kittredge Street,
Claremont Branch – 2940 Benvenue, West Branch – 1125 University,
North Branch – 1170 The Alameda, Tarea Hall Pittman South Branch – 1901 Russell

COMMUNICATION ACCESS INFORMATION:
This meeting is being held in a wheelchair accessible location.
To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at ada@berkeleyca.gov, (510) 981-6418 (V), or (510) 981-6347 (TDD) at least three business days before the meeting date.

Attendees at public meetings are reminded that other attendees may be sensitive to various scents, whether natural or manufactured, in products and materials. Please help the City respect these needs.

Captioning services are provided at the meeting, on B-TV, and on the Internet. In addition, assisted listening devices for the hearing impaired are available from the City Clerk prior to the meeting, and are to be returned before the end of the meeting.

If you have obtained interpretation services for your use during a City Council meeting and would like to request assistance, please contact the City Clerk Department at (510) 981-6900, clerk@berkeleyca.gov, or in-person during the meeting.

Questions regarding public participation may be addressed to the City Clerk Department (510) 981-6900 or by email at clerk@berkeleyca.gov.

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I hereby certify that the agenda for this meeting of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on May 29, 2026.



Mark Numainville, City Clerk
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Communications

Council rules limit action on Communications to referral to the City Manager and/or Boards and Commissions for investigation and/or recommendations. All communications submitted to Council are public record. Copies of individual communications are available for viewing at the City Clerk Department and through Records Online.

Monument Relocation

1. Larry Pozos, David Martinez, Sam Martinez, Yolanda Fernandez, Christina Fernandez Franco, and Clementina Duron, Harvey Smith, Larry Reyna Sr., Beatriz Leyva-Cutler on behalf of La Colectiva Latina de Berkeley

Repaving Request

2. Alicia Dantzker and Lise Dworkin
3. James Loza
4. Kate Gallagher
5. Donald Rothberg

BACS Transfers Concerns

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7. Krista Denton

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8. Steven Schuyler (2)

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9. Lydia Hartunian
10. Sepehr Nadimi
11. Jessica Adams
12. Pamela Michaud

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14. Rocky Offner
15. Joanne Rucker
16. Phyllis Steiber

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17. Martin Hammer on behalf of the North Berkeley Design Team
18. Howard Goldberg
19. Bruce Buckelew
20. Cindi Goldberg

Ferry Project

21. Liza McNulty
22. Paul Kamen

23. Augie Kazickas

Kala Art Institute
24. Ellen Lake and Mayumi Hamanaka

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25. Craig Nagasawa

Billing Error
26. Benjamin Yu

Trash and Clean Up
27. Lex, Willy, Emry, and Arjun

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28. David Rosen
29. Sonya Dublin
30. Arlene Owseichik
31. William Bogert

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40. Samir Jain
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Supplemental Communications and Reports
Items received by the deadlines for submission will be compiled and distributed as follows. If no items are received by the deadline, no supplemental packet will be compiled for said deadline.

- **Supplemental Communications and Reports 1**
  Available by 5:00 p.m. five days prior to the meeting.

- **Supplemental Communications and Reports 2**
  Available by 5:00 p.m. the day before the meeting.

- **Supplemental Communications and Reports 3**
  Available by 5:00 p.m. two days following the meeting.

01

ORDINANCE NO. 8,009-N.S.

LEASE AGREEMENT: PATPATIA & ASSOCIATES, INC. FOR OFFICE SPACE AT 125-127 UNIVERSITY AVENUE AT THE BERKELEY WATERFRONT

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. FINDINGS:

1. City Council adopted Ordinance No. 7,754-N.S. on February 23, 2021, which authorized the City Manager to enter into a lease agreement with Patpatia & Associates, Inc. for an office space measuring 1,706 square feet in the northwestern portion of the second floor in the 125-127 University Avenue office building. The lease agreement expired at the end of the option term on April 30, 2026. The lease is currently in holdover and the tenant requested to continue leasing the same office space.
2. The 125-127 University Avenue office building is located on State tidelands held in trust by the City of Berkeley for the promotion of commerce, navigation, and fishery ("public trust uses"). City staff marketed the office space to organizations aligned with the public trust uses before negotiating a new lease with Patpatia & Associates, as required by the State Lands Commission. City staff did not identify a compatible public trust use organization for this specific space and proceeded to negotiate new lease terms with Patpatia & Associates.

Section 2. AUTHORIZATION FOR CITY MANAGER TO ENTER INTO LEASE AT 125-127 UNIVERSITY AVENUE.

The City Manager is hereby authorized to enter into a three-year lease agreement with two options for a one-year extension with Patpatia & Associates, Inc. for real property located at 125-127 University Avenue at the Berkeley Waterfront. The rent will be $4,265 per month, escalating 3% annually, and will be deposited in the Marina Fund Budget Code 608-52-544-592-0000-000-000-461120-. Such lease shall be on substantially the terms set forth in Exhibit A.

Section 3. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

At a regular meeting of the Council of the City of Berkeley held on May 12, 2026, this Ordinance was passed to print and ordered published by posting by the following vote:

Ayes: Bartlett, Blackaby, Humbert, Kesarwani, Lunaparra, O'Keefe, Taplin, Tregub, and Ishii.

Noes: None.

Absent: None.

OFFICE LEASE

by and between

CITY OF BERKELEY
a California municipal corporation
(as Landlord)

and

Patpatia & Associates, Inc.
a California Corporation
(as Tenant)

Dated: July 1, 2026

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OFFICE LEASE

BASIC LEASE INFORMATION

1.	Landlord:	City of Berkeley, a California municipal corporation 2180 Milvia Street Berkeley, CA 94704 Attention: Director, Parks, Recreation & Waterfront Telephone: (510) 981-6704 Facsimile: (510) 981-6710
2.	Tenant:	Patpatia & Associates, Inc. 1803 Sixth St. Suite A Berkeley, CA 94710 Telephone: (510) 559-7140 Facsimile: (510) 559-7145
3.	Tenant Trade Name:	Tenant shall operate under the trade name Patpatia & Associates, Inc.
4.	Effective Date:	July 1, 2026
5.	Premises:	Approximately 1,706 rentable square feet comprising the northwestern portion of the 2nd floor ("**Premises**") of the building commonly known and referred to as 125-127 University Avenue, Berkeley, California 94710 (the "**Building**").
6.	Permitted Uses:	General office and ancillary commercial use, subject to any applicable or required approvals from the City of Berkeley.
7.	Initial Term:	Three (3) years, commencing as of July 1, 2026 ("**Commencement Date**"), with two 1-year extension options.
8.	Base Rent:	$4,265 per month with 3% annual increase
9.	Security Deposit:	$3,000
10.	Guarantor:	Not required with this Lease.

The Basic Lease Information set forth above and the Exhibits attached hereto are incorporated into and made a part of the following Lease. In the event of any conflict between the Basic Lease Information and terms of the Lease, the terms of the Lease shall control.

LANDLORD'S INITIALS _____ TENANT'S INITIALS _____

OFFICE LEASE

This Office Lease ("**Lease**") is made and entered into as of the effective date specified in Section 4 of the Basic Lease Information, above ("**Effective Date**"), by and between the City of Berkeley, a municipal corporation of the State of California ("**Landlord**"), and the tenant identified in Section 2 of the Basic Lease Information ("**Tenant**").

1. PREMISES.

1.1 Premises. Landlord is the owner of that certain Building referred to in Basic Lease Information Section 5, and the underlying land on which the Premises are located as described in Exhibit A-1 attached hereto and incorporated herein (collectively, the "**Property**"). Landlord hereby leases to Tenant, and Tenant leases from Landlord, the Premises together with Tenant Improvements (defined below), if any. A drawing depicting the general location and layout of the demised Premises is attached hereto and incorporated by reference as Exhibit A-2. Any improvements or alterations existing in the Premises, or otherwise constructed by Tenant or on Tenant's behalf therein (whether under this Lease, or any prior lease or sublease) are referred to in this Lease as "**Tenant Improvements**." Notwithstanding the foregoing, Landlord will not be obligated to deliver possession of the Premises to Tenant (but Tenant will be liable for rent if Landlord can otherwise deliver the Premises to Tenant) until the City Council of Landlord has approved the Lease and Landlord has received from Tenant all of the following: (i) a copy of this Lease fully executed by Tenant and the guaranty of Tenant's obligations under this Lease, if applicable, executed by the Guarantor(s) in the form attached hereto and incorporated by reference as Exhibit C ("**Guaranty**"); (ii) the Security Deposit and the first installment of Base Rent ; and (iii) copies of policies of insurance or certificates thereof as required under this Lease.

1.2 Landlord's Reserved Rights. Landlord reserves the right to enter the Premises upon reasonable notice to Tenant (except that advance notice shall not be required in case of an emergency) for the following purposes: (i) to inspect the condition of the Premises; (ii) to ascertain the performance by Tenant of the terms and conditions hereof; (iii) to respond to an emergency at the Premises; (iv) to maintain, inspect and repair the Premises to the extent required or permitted under this Lease; (v) to post notices of non-responsibility for alterations, additions or repairs undertaken by Tenant; (vi) to show the Premises to prospective tenants or purchasers or persons acting on their behalf; (vii) to post a leasing sign in or about the Premises; and (viii) to perform any other right or duty of Landlord under this Lease. Landlord may exercise this right of entry without any abatement of Rent to Tenant for any loss of occupancy or quiet enjoyment of the Premises.

2. COMMON AREA.

2.1 Definition of Common Areas. The term "**Common Area**," as used in this Lease, means all areas within the exterior boundaries of the Property now or later made available for the collective general use of Tenant and other persons entitled to occupy space in the Building, including the exterior surfaces and roof of the Building. Common Area shall not include any areas or facilities that could be considered as Common Area except that the areas or facilities are included in the description of premises leased to any other tenant of the Building.

2.2 Maintenance and Use of Common Area. The manner in which the Common Area shall be maintained shall be solely determined by Landlord. The use and occupancy by Tenant of the Premises shall include the right to use the Common Area (except areas used in the maintenance or operation of the Property), in common with Landlord and other tenants of the Property and their customers and invitees, subject to such reasonable, nondiscriminatory rules and regulations concerning the use of the Common Area as may be established by Landlord from time to time. Written notice of such rules and regulations and amendments and supplements thereto, if any, shall be given to Tenant thirty (30) days prior to their effective date. Tenant agrees to promptly comply with all such rules and regulations upon receipt of written notice from Landlord.

2.3 Control of and Changes to Common Area. Landlord shall have the sole and exclusive control of the Common Area, as well as the right to make reasonable changes to the Common Area. Landlord's rights shall include, but shall not be limited to, the right to: (i) restrain the use of the Common Area by unauthorized persons; (ii) cause Tenant to remove or restrain persons from any unauthorized use of the Common Area if they are using the Common Area by reason of Tenant's presence in the Property; (iii) temporarily close any portion of the Common Area for repairs, improvements or alterations, to discourage noncustomer use, to prevent dedication or an easement by prescription, or for any other reason deemed sufficient in Landlord's judgment; and (iv) reasonably change the shape and size of the Common Area, add, eliminate or change the location of improvements to the Common Area. Landlord may determine the nature, size and extent of the Common Area, as well as make changes to the Common Area from time to time which, in Landlord's opinion, are deemed desirable for the Property.

3. TERM.

3.1 Term; Commencement Date. The "**Initial Term**" of this Lease shall be as set forth in Section 7 of the Basic Lease Information and shall commence as of the Commencement Date set forth in Section 7 of the Basic Lease Information. The Initial Term together with the Extension Term(s), if any, are collectively referred to herein as the "**Term**."

3.2 Option to Extend Term. Tenant has two options to extend this lease agreement for one (1) year for each option. At the beginning of each option period, rent will increase by 3%.

4. RENT; SECURITY DEPOSIT.

4.1 Base Rent; Rent. All Rent under this Lease shall commence as of the Commencement Date. Rent shall be paid as set forth in this Section 4. Tenant shall pay to Landlord, at Landlord's address for payment of Rent designated in Section 1 of the Basic Lease Information, or at such other address as Landlord may from time to time designate in writing to Tenant for the payment of Rent, the Base Rent designated in Section 8 of the Basic Lease Information, without notice, demand, offset or deduction, in advance, on the first day of each month of the Term. Upon execution of this Lease, Tenant shall pay to Landlord the first month's Base Rent. If Base Rent is due for a period of less than a full month, it shall be prorated for such partial month on the basis of a thirty (30) day month. The term "Rent" means the Base Rent and

any other amounts of any kind that become due and payable by Tenant to Landlord under this Lease. Tenant's obligation to pay Rent under this Lease survives the Term to the extent such obligation has not been fulfilled during the Term.

4.2 Application of Payments. All payments received by Landlord from Tenant shall be applied to the oldest obligation owed by Tenant to Landlord. No designation by Tenant, either in a separate writing, on a check or money order, or otherwise shall modify this clause or have any force or effect.

4.3 Late Charge and Interest. The late payment of any Rent will cause Landlord to incur additional costs, including administration and collection costs and processing and accounting expenses ("**Delinquency Costs**"). If Landlord has not received any installment of Rent within five (5) business days after such amount is due, Tenant shall pay a late charge of ten percent (10%) of the delinquent amount immediately. The ten percent (10%) late charge represents a reasonable estimate of the Delinquency Costs incurred by Landlord. In addition, all such delinquent amounts shall bear interest from the date such amount was due until paid in full at a rate per annum ("**Applicable Interest Rate**") equal to the lesser of (i) the maximum interest rate permitted by Law, or (ii) five percent (5%) above the rate publicly announced by Bank of America, N.A. (or if Bank of America, N.A. ceases to exist, the largest bank then headquartered in the State of California) ("**Bank**") as its "**Reference Rate**." If the use of the announced Reference Rate is discontinued by the Bank, then the term Reference Rate shall mean the announced rate charged by the Bank which is, from time to time, substituted for the Reference Rate. Landlord and Tenant recognize that the damage which Landlord shall suffer as a result of Tenant's failure to pay such amounts is difficult to ascertain and said late charge and interest are the best estimate of the damage which Landlord shall suffer in the event of late payment. Landlord's acceptance of late Rent, partial Rent and late charges does not equate with a waiver of Tenant's default with respect to the overdue amount, or prevent Landlord from exercising any rights and remedies available under this Lease and/or by operation of Law.

4.4 Security Deposit. The cash sum specified under Section 9 of the Basic Lease Information, if any, shall be deposited with Landlord concurrently with Tenant's execution of this Lease ("**Security Deposit**"). Landlord shall hold the Security Deposit as security for the performance of Tenant's obligations under this Lease. Tenant is not entitled to any interest on the Security Deposit and Landlord shall not be liable therefor. If Tenant defaults on any provision of this Lease, Landlord may, at its election and without prejudice to any remedy it has under this Lease or by operation of Law, apply all or part of the Security Deposit to: (i) Rent or other sum in default; (ii) any amount that Landlord may spend or become obligated to spend in exercising Landlord's rights under this Lease; (iii) unamortized costs of improvements paid for by Landlord, if any; (iv) unamortized costs of brokerage commissions, if any; or (v) any expense, loss or damage that Landlord may suffer because of Tenant's default. Tenant waives the provisions of California Civil Code section 1950.7, and all Laws in force or that become in force after the date of execution of this Lease, that provide that Landlord may claim from a security deposit only those sums reasonably necessary to remedy defaults in the payment of Rent, to repair damage caused by Tenant, or to clean the Premises. Landlord may, in addition, claim those sums reasonably necessary to compensate Landlord for any other foreseeable or

unforeseeable loss or damage caused by the act or omission of Tenant, or of Tenant's officers, agents, employees, independent contractors, invitees, customers, licensees, assignees or subtenants (individually and collectively, "**Tenant's Parties**").

4.5 Restoration of Security Deposit; Return of Security Deposit. If Landlord applies any portion of the Security Deposit during the Term, Tenant shall, within ten (10) days after demand by Landlord, deposit with Landlord an amount sufficient to restore the Security Deposit to its original amount. If Tenant performs every provision of this Lease to be performed by Tenant, the unused portion of the Security Deposit, if any, shall be returned to Tenant or the last assignee of Tenant's interest under this Lease within thirty (30) days following the expiration or termination of the Term.

4.6 Transfer of Security Deposit; Assignment or Encumbrance of Security Deposit. If Landlord disposes of its interest in the Premises, Landlord may deliver the remaining Security Deposit to Landlord's successor in interest in the Premises and thereupon be relieved of further responsibility with respect to the Security Deposit. Tenant may not assign or encumber the Security Deposit without the prior written consent of Landlord. Any attempt to do so shall be void and shall not be binding on Landlord.

5. UTILITIES AND JANITORIAL SERVICES.

5.1 Landlord Utility and Service Costs. Landlord shall be responsible and directly contract and pay for the following utilities and services in connection with Tenant's use or occupancy of the Premises: (i) water; (ii) sewage; (iii) the Landlord janitorial services described in Section 5.2 below; (iv) trash removal; and (v) HVAC (individually and collectively, the "**Landlord Services**").

5.2 Janitorial Services. Landlord shall provide all janitorial services to common areas only. Tenant shall provide and pay for all janitorial services, including supplies and shampooing carpets, to the Leased Premises during this lease term.

5.3 Tenant Utility and Service Costs. Tenant, at Tenant's sole cost and expense, shall be responsible and shall directly contract and pay for any and all utilities and services required or desired by Tenant in connection with its use or occupancy of the Premises, which are not expressly included within the definition of Landlord Services, including, but not limited to, electricity, gas, telephone, computer, internet, communications services, plumbing and drain clean out services, and alarm.

5.4 Conservation and Use Policies. Tenant, at Tenant's sole cost and expense, shall comply with federal, state, or local governmental controls, rules, regulations, or restrictions on the use or consumption of energy or other utilities during the Term.

5.5 Exculpation of Liability. Landlord is not obligated to furnish any security patrol or any other services to Tenant, other than the Landlord Services expressly described above, and Landlord shall not be liable for any loss or damage suffered by Tenant or others, by reason of Landlord's failure to furnish or election to discontinue providing any security patrol or other services. Landlord shall not be liable for any failure or interruption of any Landlord Service being furnished to the Premises, and no such failure or interruption shall entitle Tenant to

terminate this Lease. Landlord makes no representation with respect to the presence, adequacy or fitness of the heating, air conditioning or ventilation equipment on or about the Premises to maintain temperatures which may be required for, or because of, any equipment of Tenant. The exculpation of liability under this Section 5.5 shall not apply to the extent claims are caused by Landlord's gross negligence or willful misconduct.

6. TAXES.

6.1 Taxes. As used in this Lease "**Taxes**" means Possessory Interest Taxes and Personal Taxes. Tenant's obligations for Taxes for the last full or partial year of the Term and for any prior unpaid Taxes shall survive the expiration or earlier termination of this Lease.

6.2 Possessory Interest Taxes. This Lease creates a possessory property interest in Tenant. Tenant's property interest may be subject to property taxation, and Tenant or the party in whom the possessory interest is vested shall be responsible for payment of any and all property taxes levied on the interest (collectively, "**Possessory Interest Taxes**").

6.3 Personal Taxes. Tenant shall pay directly to the taxing authority all taxes and assessments levied upon the trade fixtures, alterations, additions, improvements, partitions, cabling, wiring, furniture, equipment, inventories and other personal property located and/or installed on the Premises by or on behalf of Tenant (individually and collectively "**Tenant's Property**") and any Tenant Improvements (collectively, "**Personal Taxes**").

6.4 Payment of Taxes. Tenant shall pay all Taxes prior to delinquency. To the extent any such taxes are not separately assessed or billed to Tenant by the taxing authority, Landlord shall deliver to Tenant copies of the assessment and tax bill. Tenant shall pay such amount directly to the taxing authority no later than ten (10) business days prior to the date on which such Taxes are due. Should Tenant fail to pay its Taxes, Landlord may elect to do so on Tenant's behalf within five (5) days of Landlord's demand therefor. Tenant shall reimburse Landlord for such Taxes and any penalties and fines, together with interest at the Applicable Interest Rate, from the date Landlord tendered payment.

7. INSURANCE.

7.1 Landlord. Landlord may elect to self-insure, jointly-insure, or maintain insurance or an insurance equivalent (including, but not limited to, that offered to a municipality through and by a joint powers authority, a self-insurance pool of liability coverage authorized pursuant to California Government Code Section 6500, or similar collective) insuring the Property (excluding Tenant's Property and any Tenant Improvements) on an occurrence basis against fire and extended coverage (including, if Landlord elects, "all risk" coverage) similar in type and coverage limits to that carried by Landlord on its other properties. At Landlord's option, such insurance or insurance equivalent may be carried under any blanket or umbrella policies or other insurance or insurance equivalent which Landlord has in force for other buildings or projects. Landlord may also carry such other insurance as Landlord may deem prudent or advisable, in such amounts and on such terms as Landlord shall determine. All such insurance or insurance equivalent maintained by Landlord pursuant to this Section 7.1 is referred to herein as "**Landlord's Insurance**." Landlord's Insurance shall not, under any circumstances, include

Tenant's Property, any Tenant Improvements, or other items required to be covered by Tenant's Insurance.

7.2 Tenant. Tenant shall, at Tenant's expense, obtain and keep in force at all times during the Term the following "**Tenant's Insurance**," and shall be liable for all premiums, deductibles, and self-insured amounts, if any, in connection therewith. Tenant's Insurance shall not have a deductible amount exceeding Five Thousand Dollars ($5,000).

7.3 Commercial General Liability Insurance. A policy of commercial general liability insurance (occurrence form) having a combined single limit of not less than Two Million Dollars ($2,000,000) per occurrence and Two Million Dollars ($2,000,000) annual aggregate, providing coverage for, among other things, blanket contractual liability (including Tenant's indemnification obligations under this Lease), premises liability, products and completed operations liability, owner's protective coverage, broad form property damage, and bodily injury (including wrongful death) and advertising injury coverage. If necessary, Tenant shall provide for restoration of the aggregate limit.

7.4 Workers' Compensation and Employer's Liability Insurance. Workers' compensation insurance, if required by Law, which complies with all applicable state statutes and regulatory requirements, and employer's liability insurance coverage in statutory amounts.

7.5 Property Insurance. "All risk" property insurance including fire and extended coverage, sprinkler leakage, vandalism and malicious mischief coverage, covering damage to or loss of Tenant's Property or any Tenant Improvements (together with, if the property of Tenant's invitees is to be kept in the Premises, warehouser's legal liability or bailee customers insurance insuring property belonging to invitees and located in or about the Premises), in an amount not less than the full replacement cost thereof. In the event that there shall be a dispute as to the amount which comprises full replacement cost, the decision of Landlord or the mortgagees of Landlord shall be presumptive.

7.6 Other Insurance. Any other form or forms of insurance as Landlord or the mortgagees of Landlord may reasonably require from time to time, in form, amounts and for insurance risks against which a prudent tenant would protect itself, but only to the extent such risks and amounts are available in the insurance market at commercially reasonable costs.

7.7 General.

7.7.1 Insurance Companies. Tenant's Insurance shall be written by companies licensed to do business in California and having a "General Policyholders Rating" of at least A-VII (or such higher rating as may be required by a lender having a lien on the Premises) as set forth in the most current issue of "Best's Insurance Guide."

7.7.2 Certificates of Insurance. Tenant shall deliver to Landlord certificates of insurance for Tenant's Insurance, in the form of the ACORD standard certificate of insurance, prior to the Commencement Date. Tenant shall, at least thirty (30) days prior to expiration of the policy, furnish Landlord with certificates of renewal or "binders" thereof. Each certificate shall expressly provide that such policies shall not be cancelable or otherwise subject to modification except after thirty (30) days' prior written notice to the parties named as additional insureds as

required in this Lease. If Tenant fails to maintain any insurance required in this Lease, Tenant shall be liable for all losses and costs resulting from said failure.

7.7.3 Additional Insureds. Landlord and any property management company of Landlord for the Premises shall be named as additional insureds on the commercial general liability policy required by Section 7.3. An additional insured endorsement naming such parties as additional insured(s) shall be attached to the certificate of insurance.

7.7.4 Primary Coverage. Tenant's Insurance shall be primary, without right of contribution from any Landlord's Insurance.

7.7.5 Umbrella/Excess Insurance. Any umbrella liability policy or excess liability policy shall provide that if the underlying aggregate is exhausted, the excess coverage will drop down as primary insurance. The limits of Tenant's Insurance shall not limit Tenant's liability under this Lease.

7.7.6 Waiver of Subrogation. Tenant waives any right to recover against Landlord for claims for damages to Tenant's Property or any Tenant Improvements to the extent covered (or required by this Lease to be covered) by Tenant's Insurance. This provision is intended to waive fully, and for the benefit of Landlord, any rights and/or claims which might give rise to a right of subrogation in favor of any insurance carrier. The coverage obtained by Tenant pursuant to this Lease shall include a waiver of subrogation endorsement attached to the certificate of insurance.

7.7.7 Notification of Incidents. Tenant shall notify Landlord within twenty-four (24) hours after the occurrence of any accident or incident on or about the Property or any portion thereof which could give rise to a claim against Landlord, Landlord's Insurance, Tenant, or Tenant's Insurance, except that Tenant shall not be obligated to give Landlord notice of any accident or incident which could give rise to a claim under Tenant's workers' compensation insurance. Tenant's notice shall be accompanied by a copy of any report(s) relating to the accident or incident.

7.7.8 Compliance With Insurance Requirements; Warranties. Tenant shall not do anything in the Premises, or bring or keep anything therein, or subject the Property or any portion thereof to any use which would damage the same or increase the risk of loss or fire, or violate Landlord's Insurance, or Tenant's Insurance, or which shall conflict with the regulations of the fire department or any Laws or with any insurance policy on the Premises or any part thereof, or with any rules or regulation established by any administrative body or official having jurisdiction. Tenant shall promptly comply with the reasonable requirements of any board of fire insurance underwriters or other similar body now or hereafter constituted.

8. INDEMNITY; LIABILITY EXEMPTION.

8.1 Indemnity. Except to the extent claims are caused by Landlord's gross negligence or willful misconduct, Tenant shall indemnify, protect, defend, and hold harmless Landlord and its elected officials, officers, employees, volunteers, lenders, agents, representatives, contractors and each of their successors and assigns from and against any and all claims, judgments, causes of action, damages, penalties, costs, liabilities, and expenses, including all costs, attorneys' fees,

expenses and liabilities incurred in the defense of any such claim or any action or proceeding brought thereon, arising at any time during or after the Term as a result (directly or indirectly) of or in connection with (i) any default in the performance of any obligation on Tenant's part to be performed under the terms of this Lease; (ii) Tenant's or Tenant's Parties use of the Premises, the Property, or any portion thereof, or the conduct of Tenant's business or any activity, work or thing done, permitted or suffered by Tenant or Tenant's Parties in or about the Premises, the Property or any portion thereof; (iii) any act, error or omission of Tenant or Tenant's Parties in or about the Property or any portion thereof; (iv) loss of, injury or damage to, or description of property (including but not limited to merchandise or inventory), including loss of use resulting from such loss, injury, damage, or destruction; or (v) any resulting economic loss, consequential damages, or exemplary damages (collectively, the "**Indemnification**"). Tenant shall provide such Indemnification by and through counsel reasonably acceptable to Landlord. The obligations of Tenant under this Section 8.1 shall survive the expiration or other termination of this Lease with respect to any claims or liability arising prior to such expiration or other termination.

8.2 Exemption of Landlord from Liability. Tenant, as a material part of the consideration to Landlord, hereby assumes all risk of damage to property including, but not limited to, Tenant's Property and any Tenant Improvements, and injury to or death of persons in, upon or about the Premises, the Property, or any portion thereof, arising from any cause, and Tenant hereby waives all claims in respect thereof against Landlord, except to the extent such claims are caused by Landlord's sole or active negligence or willful misconduct. Tenant hereby agrees that Landlord shall not be liable for injury to Tenant's business or any loss of income therefrom or for damage to the property of Tenant, or injury to or death of Tenant, Tenant's Parties or any other person in or about the Premises, the Property, or any portion thereof, whether such damage or injury is caused by fire, steam, electricity, gas, water or rain, or from the breakage, leakage or other defects of sprinklers, wires, appliances, plumbing, air conditioning or lighting fixtures, or from any other cause, whether said damage or injury results from conditions arising within or about the Premises, the Property, or any portion thereof or from other sources or places, and regardless of whether the cause of such damage or injury or the means of repairing the same is inaccessible to Tenant, except damage or injury caused solely by Landlord's sole or active negligence or willful misconduct. Landlord shall not be liable for any damages arising from any act or neglect of any other tenant or occupant, if any, of the Premises, the Property, or any portion thereof, or Landlord's failure to enforce the terms of any agreements with parties other than Tenant.

9. REPAIRS AND MAINTENANCE.

9.1 Landlord's Obligations. The Premises are being leased to Tenant in their current, existing, "AS-IS" condition. It is specifically understood and agreed that Landlord has no obligation and has made no promises to alter, remodel, improve, decorate or paint the Premises, construct or install any Tenant Improvements, or otherwise alter or improve the Premises, Property, or any portion thereof. Having occupied the Premises before entering this Lease with Landlord, Tenant is familiar with the existing condition of the Property and Premises, including any Tenant Improvements, and acknowledges that Landlord has made no representation or warranty regarding the condition thereof. Landlord, at its expense shall maintain the Building's roof (including structure portions of the roof), foundation, and exterior walls, exterior windows,

common areas, building systems including HVAC, plumbing, and electrical and any items in the common areas required for compliance with applicable laws.

9.2 Tenant's Waiver. Notwithstanding anything in this Lease to the contrary, whether stated or implied in this Lease, Tenant waives and releases its rights, including its right to make repairs at Landlord's expense, under California Civil Code sections 1932(1), 1941, and 1942 or any similar Laws.

9.3 Tenant's Obligations. Tenant, at its expense, shall maintain the Premises in good order, condition and repair, including interior floor surfaces and floor coverings, interior walls and wall coverings, paintings, interior glass, doors, Tenant Improvements, Signs, and any items required for compliance with Laws. In the event Tenant fails, in the reasonable judgment of Landlord, to so maintain the Premises in good order, condition and repair, Landlord shall in its sole discretion, upon five (5) days' written notice to Tenant, have the right but not the obligation to perform such maintenance, repairs or refurbishing at Tenant's expense, provided Tenant fails to do so within such five (5) day period. If Landlord elects to undertake any such repairs or maintenance as provided above, then Tenant shall pay as additional Rent, Landlord's actual costs paid or incurred in connection therewith.

10. ALTERATIONS.

10.1 Trade Fixtures; Alterations. Subject to the conditions and requirements of this Section 10, Tenant may install necessary trade fixtures, equipment and furniture in the Premises, provided that such items are installed and are removable without structural or material damage to the Premises or any Tenant Improvements. For purposes of this Lease, "**Trade Fixtures**" means specialty fixtures or equipment used in Tenant's trade or business as identified by Tenant and agreed to by Landlord in writing. Tenant shall not construct, or allow to be constructed, any alterations, physical additions, or improvements in, about, or to the Premises without the prior written consent of Landlord, which consent may be granted or denied in Landlord's sole discretion. If Landlord approves proposed alterations, additions or improvements, Landlord's consent may be conditioned upon Tenant's establishing compliance with Laws and with Landlord's reasonable requirements regarding selection of contractors and construction of improvements and alterations. Should Tenant make any alterations, additions, improvements without the prior written consent of Landlord, Landlord may, at any time during the Term of this Lease, require Tenant to remove any or all of the same and restore the Premises to their prior condition, at Tenant's sole cost and expense.

10.2 Satellites and Antennae. Notwithstanding anything in this Lease to the contrary, Landlord and Tenant agree that it shall be reasonable for Landlord to withhold its consent to installation in or about the Premises or any portion thereof of equipment comprising or relating to relays, monopoles, satellite dishes, antennae, wireless telecommunications devices, transmitters, roof mounts, two-way radios, or similar apparatus (collectively, "**Transmission Devices**").

10.2.1 Tenant will not place or allow any third party to place or maintain on the roof or on any exterior door, wall or windows (or within forty-eight inches (48") of any windows) of the Premises any sign, banner, flag, awning or canopy, advertising matter or

window coverings of any type without Landlord's prior written consent. Tenant further agrees to maintain such sign, awning, canopy, decoration, lettering, advertising matter or window coverings as may be approved in good condition and repair at all times.

10.3 Signs. All signs, graphics, and awnings of every kind visible in or from public view or corridors, or the exterior of the Premises, installed or caused to be installed by, for the benefit of, or at the request of Tenant ("**Signs**") shall be, at Tenant's sole cost and expense, and subject to Landlord's prior written approval, and subject to all applicable Laws. Tenant shall remove all such Signs prior to the termination of this Lease. Such installations and removals shall be made in such manner as to avoid injury or defacement of the Premises; and Tenant shall repair any injury or defacement, including discoloration caused by such installation or removal. Tenant shall be responsible for all fees, costs and expenses associated with installation and removal of Signs. In the event any such fees, costs or expenses are incurred by Landlord (whether directly or indirectly), Landlord shall deliver to Tenant an invoice, with reasonable supporting documentation, and Tenant shall reimburse Landlord for those amounts within fifteen (15) days after receipt of such invoice.

10.4 Standard of Work. All work to be performed by or on behalf of Tenant shall be performed diligently and in a first-class, workmanlike manner, and in compliance with all applicable Laws and all insurance carrier requirements. Landlord shall have the right, but not the obligation, to periodically inspect such work and may require changes in the method or quality thereof. In no event shall such work materially obstruct access to the Property or any portion thereof.

10.5 Damage; Removal. Tenant shall repair all damage to the Premises, Property and any portions thereof caused by the installation or removal of Tenant's Trade Fixtures or other work performed by or on behalf of Tenant. All alterations, improvements or additions that are now or in the future attached permanently to the premises shall be the property of Landlord and remain with the premises at the termination of this lease. Upon the expiration or other termination of this Lease, Tenant shall perform any closure work, investigation and environmental remedial work required by the presence or suspected presence of any Hazardous Materials under Hazardous Materials Laws (as hereinafter defined) or by any other applicable Laws; provided, however, Landlord may require, upon written notice to Tenant no less than fifteen (15) days before the expiration or other termination of the Term, any such items (except Trade Fixtures) designated by Landlord to remain on the Premises, in which event they shall be and become the property of Landlord upon the expiration or other termination of this Lease. All such removals and restoration shall be accomplished in a good and workmanlike manner so as not to cause any damage to the Premises, the Property, or any portion thereof, whatsoever and in strict accordance with all applicable Laws.

10.6 Liens. Tenant shall promptly pay and discharge all claims for labor performed, supplies furnished and services rendered at the request of Tenant and shall keep the Premises and Property and all portions thereof free of all mechanics' and materialmen's liens in connection therewith. Tenant shall provide at least ten (10) business days' prior written notice to Landlord before any labor is performed, supplies furnished or services rendered on or at the Premises and Landlord shall have the right to post on the Premises notices of non-responsibility. If any lien is filed, Tenant shall cause such lien to be released and removed within ten (10) days after the date

of filing, and if Tenant fails to do so, Landlord may take such action as may be necessary to remove such lien, without the duty to investigate the validity of it, and Tenant shall pay Landlord such amounts expended by Landlord together with interest thereon, at the Applicable Interest Rate, from the date of expenditure.

10.7 Bonds. Landlord may require Tenant to provide Landlord, at Tenant's sole cost and expense, lien, performance, and payment completion bonds in an amount equal to one and one-half times the estimated cost of any alterations, additions, or improvements to insure Landlord, the Premises and the Property against any liability for mechanic's and materialmen's liens, and to ensure completion of the work and payment of any contractors or subcontractors.

11. PREVAILING WAGES.

11.1 Prevailing Wages. Tenant acknowledges and agrees that any Tenant Improvements, repairs, maintenance, or alterations made by or on behalf of Tenant to the Premises, Property, or any portion thereof ("**Improvement Work**"), which will become Landlord's property upon the expiration or termination of this Lease, whether paid for in whole or part by Landlord or which are considered to have been paid for in whole or part by Landlord, will constitute "[c]onstruction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds…." California Labor Code § 1720. Accordingly, Tenant shall comply with applicable prevailing wage policies as set forth in the City of Berkeley Municipal Code, applicable California Labor Code requirements pertaining to "public works" (California Labor Code Section 1720 et seq., as amended from time to time and implementing regulations)), and other applicable Laws addressing the payment of prevailing wages in connection with any Improvement Work (collectively, "**Prevailing Wage Laws**"). Tenant shall require the general contractor for any Improvement Work to submit, upon request by Landlord, certified copies of payroll records to Landlord and to maintain and make records available to Landlord and its designees for inspection and copying to ensure compliance with Prevailing Wage Laws. Tenant shall also include in its general contractor agreement, and in all of its subleases and other contracts, a provision in a form acceptable to Landlord which obligates the general contractor and others as applicable, (i) to comply with, and to require that their respective subtenants, contractors and/or subcontractors comply with, Prevailing Wage Laws, and (ii) upon request by Landlord to submit certified copies of payroll records to Landlord and to maintain and make such payroll records available to Landlord and its designees for inspection and copying during regular business hours at the Premises or at another location within the City of Berkeley. Tenant shall defend, indemnify and hold harmless Landlord and its officers, officials, employees, volunteers, agents and representatives (collectively, "**Indemnitees**") from and against any and all present and future liabilities, obligations, orders, claims, damages, fines, penalties and expenses (including attorneys' fees and costs) (collectively, "**Claims**"), arising out of or in any way connected with Tenant's obligation to comply with all such Prevailing Wage Laws, including all Claims that may be made by contractors, subcontractors or other third party claimants pursuant to Labor Code sections 1726. Tenant hereby waives, releases and discharges forever the Indemnitees from any and all present and future Claims arising out of or in any way connected with Tenant's obligation to comply with all Prevailing Wage Laws with respect to the Improvement Work.

12. PERMITTED USE AND PUBLIC TRUST TIDELANDS REQUIREMENTS.

12.1 Usage. The Premises shall be used only for the permitted uses set forth in Section 6 of the Basic Lease Information and for no other purpose whatsoever without the prior written consent of Landlord. Tenant's execution of this Lease and entry of the Premises hereunder shall conclusively establish that the foregoing were at such time in satisfactory condition. Tenant, at Tenant's expense, shall comply with all applicable Hazardous Materials Laws, statutes, laws, codes, rules, orders, zoning, ordinances, directions, regulations, regulations, permits, or other requirements of federal, state, county, municipal, or other governmental authorities having jurisdiction, now in force or which may hereafter be in force (individually "**Law**" and collectively "**Laws**"), which shall impose any duty upon Landlord or Tenant with respect to the use, occupancy, or alteration of the Premises. Tenant shall be responsible for obtaining a Berkeley Business License and any other permit or business license required by any governmental agency permitting Tenant's use of the Premises. Landlord makes no representation concerning the availability of any permits or approvals required or permitted under this Lease. Tenant shall comply with the rules and regulations, including observance of prohibited uses ("**Rules**"), attached hereto as Exhibit B and incorporated by reference, together with such reasonable additional rules and regulations as Landlord may from time to time prescribe. Tenant shall not commit waste; overload the floors or structure of the Premises; permit any unreasonable odors, smoke, dust, gas, substances, noise, or vibrations to emanate from the Premises that are offensive or objectionable to Landlord or other tenants or occupants of the Property; take any action which would constitute a nuisance or would disturb, obstruct, or endanger Landlord or other tenants or occupants of the Property; take any action which would abrogate any warranties; or use or allow the Premises to be used for any unlawful purpose; and shall cooperate with Landlord and Landlord's agents to prevent those actions. Landlord shall not be responsible for non-compliance by any other tenant or occupant with, or Landlord's failure to enforce, any of the Rules or any other terms or provisions of such tenant's or occupant's lease.

12.2 Public Trust Tidelands Requirements. Tenant acknowledges that the Property is located on State tidelands held by the City of Berkeley in trust for the promotion of commerce, navigation, and fishery pursuant to that certain statutory grant from the State of California to the City of Berkeley, as set forth in Statutes 1913, Chapter 347, as amended ("**Statutory Grant**"). Tenant agrees and covenants to use the Property in a manner consistent with the Statutory Grant and applicable public trust and tidelands requirements during the term of this Lease.

13. ENVIRONMENTAL MATTERS.

13.1 Environmental Compliance. Tenant shall, at its sole cost and expense, comply with all laws, codes, rules, orders, ordinances, directives, regulations, permits, or other requirements of federal, state, county, municipal or governmental authorities having jurisdiction, now in force or which may hereafter be in force (collectively, "**Hazardous Materials Laws**") concerning the management, use, generation, storage, transportation, discharge or disposal of any and all pollutants, wastes, flammables, explosives, radioactive materials, hazardous or toxic materials, hazardous or toxic wastes, hazardous or toxic substances, carcinogenic materials or contaminants and all other materials governed, monitored, or regulated by any Federal, State or local Law or regulation, including but not limited to the Comprehensive Environmental Response, Compensation and Liability Act, the Hazardous Substances Account Act, and/or the

Resources Conservation and Recovery Act. "**Hazardous Materials**" include asbestos, asbestos-containing materials, hydrocarbons, polychlorinated biphenyl ("**PCB**") or PCB-containing materials, petroleum, gasoline, petroleum products, crude oil or any fraction, product or by-product thereof. Neither Tenant nor Tenant's Parties shall use, handle, store, transport, treat, generate, release or dispose of any Hazardous Materials anywhere in, on, under or about the Premises or the Property. Tenant shall cause any and all Hazardous Materials brought onto, used, generated, handled, treated, stored, released or discharged on or under the Premises or the Property to be removed from the Premises and Property and transported for disposal in accordance with applicable Hazardous Materials Laws. Landlord shall have the right to enter the Premises from time to time to conduct tests, inspections and surveys concerning Hazardous Materials and to monitor Tenant's compliance with its obligations concerning Hazardous Materials and Hazard Materials Laws. Tenant shall immediately notify Landlord in writing of: (i) any release or discharge of any Hazardous Material; (ii) any voluntary clean-up or removal action instituted or proposed by Tenant; (iii) any enforcement, clean-up, removal or other governmental or regulatory action instituted or threatened; or (iv) any claim made or threatened by any person against Landlord, Tenant, the Premises, Property, or any portion thereof relating to Hazardous Materials or Hazardous Materials Laws. Tenant shall also supply to Landlord as promptly as possible, and in any event within five (5) business days after Tenant receives or sends same, copies of all claims, reports, complaints, notices, warnings or asserted violations relating in any way to the Premises or Tenant's use thereof and concerning Hazardous Materials or Hazardous Materials Laws. In the event Tenant institutes a cleanup or removal action, Tenant shall provide copies of all workplans and subsequent reports submitted to the governmental agency with jurisdiction to Landlord in a timely manner.

13.2 Tenant's Indemnification. Except to the extent caused by Landlord's gross negligence or willful misconduct, Tenant shall indemnify, defend and hold Landlord harmless from any claims, causes of action, liabilities, losses, damages, injunctions, suits, fines, penalties, costs or expenses (including attorneys' fees and expenses and consultant fees and expenses) relating to the presence of Hazardous Materials in, on, under, about, or emanating from the Premises, the Property, or any portion thereof, including, without limitation, any bodily injury, death, property damage, natural resource damage, decrease in value of the Premises, the Property, or any portion thereof, caused or alleged to have been caused by Tenant or Tenant's Parties' use, storage, handling, treatment, generation, discharge or release of Hazardous Materials in violation of Tenant's obligations under this Lease, whether such claims, causes of action or liabilities are first asserted during the Term or thereafter, and including, without limitation, claims made against Landlord with respect to bodily injury, death or property damage sustained by third parties caused or alleged to have been caused by Tenant or Tenant's Parties' use, storage, handling, treatment, generation, discharge or release of Hazardous Materials.

14. DAMAGE AND DESTRUCTION.

14.1 Casualty. If, during the Term, the Premises is totally or partially destroyed from any cause rendering the Premises totally or partially inaccessible or unusable ("**Casualty**"), then Landlord shall have the right at Landlord's option to give written notice to Tenant within ninety (90) days after the date of the occurrence of such Casualty of Landlord's intention to either (i) repair such Casualty as soon as reasonably possible at Landlord's expense; or (ii) terminate this Lease as of the date of the occurrence of such damage. If Landlord elects to

repair the damage, and if the cost of such repairs does not exceed the amount of insurance proceeds received by Landlord from Landlord's Insurance pursuant to Section 7 above, on account of such damage, and if the restoration can be made under then existing Laws and can be completed within one hundred eighty (180) days after obtaining all necessary permits therefor, then Landlord shall restore the Premises (excluding Tenant's Property and any Tenant Improvements) to substantially the same condition as they were in immediately before destruction. If the restoration cannot be so made, then within fifteen (15) days after Landlord determines that the restoration cannot be made as stated in this Section 14.1, Tenant may terminate this Lease immediately by giving written notice to Landlord. If the existing Laws do not permit the restoration, either party may terminate this Lease by giving ninety (90) days prior written notice to the other party. In case of destruction, there shall be an abatement or reduction of Rent, between the date of destruction and the date of completion of restoration if restoration takes place, or the date of termination if the Lease is terminated, based on the extent to which the destruction actually and materially interferes with Tenant's use of the Premises.

14.2 Tenant's Fault. If the Premises, the Property, or any portion thereof, are damaged resulting from the negligence or breach of this Lease by Tenant or any of Tenant's Parties, Rent shall not be reduced during the repair of such damage, Tenant shall have no right to terminate this Lease as provided in Section 14.1, and Tenant shall be liable to Landlord for the cost of the repair caused thereby to the extent such cost is not covered by insurance proceeds.

14.3 Repair Limitation. Notwithstanding anything in this Lease to the contrary, Landlord shall not be required to repair any injury or damage, by fire or other cause, to Tenant's Property or any Tenant Improvements, if any, or to rebuild, repair or replace any decorations, alterations, partitions, fixtures, trade fixtures, additions or other improvements installed on the Premises by or for Tenant, unless and to the extent Landlord has received insurance proceeds from Tenant's property insurance as provided in Section 7.5 above, and neither Tenant or Landlord has opted to terminate this Lease as provided in Section 14.1.

14.4 Waiver. The provisions of this Lease contain an express agreement between Landlord and Tenant that applies in the event of any Casualty. Tenant fully waives the provisions of any statute or regulation, including California Civil Code sections 1932(2) and 1933(4) (as amended from time to time, and successor statutes thereto) for any rights or obligations concerning a Casualty.

15. EMINENT DOMAIN.

15.1 Effect on Rights and Obligations. If any portion of the Premises is permanently taken by condemnation, this Lease shall remain in effect, except that Tenant may elect to terminate this Lease if 25% or more of the total square footage of the Premises (but expressly excluding parking areas, if any) is taken and if the remaining portion of the Premises is rendered unsuitable for Tenant's continued use of the Premises. If Tenant elects to terminate this Lease, Tenant must exercise its right to terminate by giving written notice to Landlord within thirty (30) days after the nature and the extent of the taking have been finally determined, as of the date of termination, which date shall not be earlier than thirty (30) days nor later than ninety (90) days after Tenant has notified Landlord of its election to terminate; except that this Lease shall terminate on the date of taking if the date of taking falls on a date before the date of termination

as designated by Tenant. If Tenant does not terminate this Lease within the thirty- (30) day period, this Lease shall continue in full force and effect, except that the Base Rent thereafter to be paid shall be reduced on a pro-rata basis. Tenant shall notify Landlord in writing of any condemnation or threatened condemnation within ten (10) days after Tenant receives notice of said action or threatened action.

15.2 Award. In connection with any condemnation, Landlord shall be entitled to receive all compensation and anything of value awarded, paid, or received in settlement or otherwise ("**Award**") and Tenant hereby irrevocably assigns and transfers to Landlord all rights to and interests in the Award and fully waives, releases, and relinquishes any claim to, right to make a claim on, or interest in the Award, including any amount attributable to any excess of the market value of the Premises for the remainder of the Term over the present value as of the termination date of the Rent payable for the remainder of the Term (commonly referred to as the "bonus value" of the Lease).

16. DEFAULT.

16.1 Events of Default. Where "default" is used in this Lease with reference to Tenant, default refers to any breach of Tenant's obligations under this Lease, however brief. Where Tenant's default continues for the period specified below, it shall, at Landlord's option, constitute an Event of Default giving rise to the remedies set forth in Sections 16.2 and 16.3 of this Lease. The occurrence of any of the following events shall, at Landlord's option, constitute an "**Event of Default**":

16.1.1 Abandonment of or vacating the Premises, or cessation of Tenant's business operations therein, for a period of ten (10) consecutive calendar days;

16.1.2 Failure to pay Rent or other sums on the date when due and the failure continuing for a period of ten (10) days after such payment is due;

16.1.3 Failure to perform Tenant's covenants and obligations hereunder (except default in the payment of Rent) where such failure continues for a period of thirty (30) days;

16.1.4 The making of a general assignment by Tenant for the benefit of creditors; the filing of a voluntary petition by Tenant or the filing of an involuntary petition by any of Tenant's creditors seeking the rehabilitation, liquidation or reorganization of Tenant under any Laws relating to bankruptcy, insolvency or other relief of debtors and, in the case of an involuntary action, the failure to remove or discharge the same within sixty (60) days of such filing; the appointment of a receiver or other custodian to take possession of substantially all of Tenant's assets or this leasehold; Tenant's insolvency or inability to pay Tenant's debts or failure generally to pay Tenant's debts when due; any court entering a decree or order directing the winding up or liquidation of Tenant or of substantially all of Tenant's assets; Tenant taking any action toward the dissolution or winding up of Tenant's affairs; the cessation or suspension of Tenant's use of the Premises; or the attachment, execution or other judicial seizure of substantially all of Tenant's assets or this leasehold; or

16.1.5 The making of any material misrepresentation or omission by Tenant or any successor in interest of Tenant in any materials delivered by or on behalf of Tenant to Landlord or Landlord's lender pursuant to this Lease.

16.2 Remedies.

16.2.1 Termination. In the event of the occurrence of any Event of Default, Landlord shall have the right to give a written termination notice to Tenant and, on the date specified in such notice (which date shall be at least three (3) business days following the date of delivery of such notice), this Lease shall terminate unless on or before such date all arrears of Rent and all other sums payable by Tenant under this Lease and all costs and expenses incurred by or on behalf of Landlord hereunder shall have been paid by Tenant and all other Events of Default at the time existing shall have been fully remedied to the satisfaction of Landlord

(a) Repossession. Following termination, without prejudice to other remedies Landlord may have, Landlord may (i) peaceably re-enter the Premises upon voluntary surrender by Tenant or remove Tenant therefrom and any other persons occupying the Premises, using such legal proceedings as may be available; (ii) repossess the Premises or relet the Premises or any part thereof for such term (which may be for a term extending beyond the Term), at such rental and upon such other terms and conditions as Landlord in Landlord's sole discretion shall determine, with the right to make reasonable alterations and repairs to the Premises; and (iii) remove all personal property therefrom.

(b) Unpaid Rent. Landlord shall have all the rights and remedies of a landlord provided by applicable Laws, including the right to recover from Tenant: (i) the worth, at the time of award, of the unpaid Rent that had been earned at the time of termination, (ii) the worth, at the time of award, of the amount by which the unpaid Rent that would have been earned after the date of termination until the time of award exceeds the amount of loss of rent that Tenant proves could have been reasonably avoided, (iii) the worth, at the time of award, of the amount by which the unpaid Rent for the balance of the Term after the time of award exceeds the amount of the loss of rent that Tenant proves could have been reasonably avoided, and (iv) any other amount, and court costs, necessary to compensate Landlord for all detriment proximately caused by Tenant's default. The phrase "worth, at the time of award," as used in (i) and (ii) above, shall be computed at the Applicable Interest Rate, and as used in (iii) above, shall be computed by discounting such amount at the discount rate of the Federal Reserve Bank of San Francisco at the time of award plus one percent (1%).

16.3 Cumulative. Each right and remedy of Landlord provided for herein or now or hereafter existing at Law or in equity, by statute or otherwise shall be cumulative and shall not preclude Landlord from exercising any other rights or remedies provided for in this Lease or now or hereafter existing at Law or in equity, by statute or otherwise. No payment by Tenant of a lesser amount than the Rent nor any endorsement on any check or letter accompanying any check or payment of Rent shall be deemed an accord and satisfaction of full payment of Rent; and Landlord may accept such payment without prejudice to Landlord's right to recover the balance of such Rent or to pursue other remedies.

17. ASSIGNMENT AND SUBLETTING.

17.1 Landlord's Consent. Tenant shall not assign, sublet or otherwise transfer, whether voluntarily or involuntarily or by operation of Law, this Lease, the Premises or any part thereof, without Landlord's prior written approval, which Landlord may withhold in its sole absolute discretion, without any obligation to consider any proposed assignment, sublet or transfer in good faith or otherwise. Tenant's attempted assignment/subletting without first obtaining Landlord's written consent shall be void at Landlord's election. Landlord's consent to one assignment or subletting shall not be deemed a consent to subsequent assignments and/or sublettings. In the event Tenant shall assign or sublet the Premises or request the consent of Landlord to any assignment or subletting or if Tenant shall request the consent of Landlord for any other act Tenant proposes to do, Tenant shall pay to Landlord any attorneys' fees incurred by Landlord in connection with each such request.

18. ESTOPPEL, ATTORNMENT AND SUBORDINATION.

18.1 Estoppel. Within ten (10) days after request by Landlord, Tenant shall deliver an estoppel certificate duly executed and acknowledged to any proposed mortgagee, beneficiary, purchaser, or Landlord, in a commercially reasonable form substantially similar to that requested and a statement certifying, without limitation: (i) the date of commencement of this Lease; (ii) the fact that this Lease is unmodified and in full force and effect (or, if there have been modifications hereto, that this Lease is in full force and effect, as modified, and stating the date and nature of such modifications); (iii) the date to which the rental and other sums payable under this Lease have been paid; (iv) the fact that there are no current defaults under this Lease by either Landlord or Tenant except as specified in Tenant's statement; (v) no deposit of any nature has been made in connection with the Lease (other than deposits the nature and amount of which are expressly described in the Lease); and (vi) such other matters requested by Landlord. Landlord and Tenant intend that any statement delivered pursuant to this Section 18 may be relied upon by any mortgagee, beneficiary, purchaser or prospective purchaser of the Premises, the Property, any portion thereof, or any interest therein. Tenant's failure to deliver such statement within such time shall be conclusive upon Tenant that (i) this Lease is in full force and effect, without modification except as may be represented by Landlord; (ii) there are no uncured defaults in Landlord's performance; (iii) not more than one (1) month's rental has been paid in advance; and (iv) no deposit of any nature has been made in connection with the Lease except as represented by Landlord.

18.2 Subordination. This Lease shall be subject and subordinate to all ground leases, CC&Rs, and the lien of all mortgages and deeds of trust which now or hereafter affect the Premises or the Property or Landlord's interest therein, and all amendments thereto, all without the necessity of Tenant's executing further instruments to effect such subordination; provided, however, that Tenant's rights hereunder shall not be disturbed, except in accordance with the terms and provisions of this Lease. If requested, Tenant shall execute and deliver to Landlord within ten (10) days after Landlord's request, whatever documentation that may reasonably be required to further effect the provisions of this Section 18.2.

18.3 Attornment. In the event of a foreclosure proceeding, the exercise of the power of sale under any mortgage or deed of trust or the termination of a ground lease, Tenant shall, if

requested, attorn to the purchaser thereupon and recognize such purchaser as Landlord under this Lease. The transferee shall not be liable for any acts, omissions or defaults of Landlord that occurred before the sale or conveyance, or the return of any security deposit except for deposits actually paid to transferee, and except as reduced as expressly provided for in Section 4.4 of this Lease or by operation of Law.

19. RELOCATION WAIVER.

19.1 Waiver. Tenant fully releases and discharges Landlord (in its capacity as Landlord and otherwise as a municipal corporation) from all and any manner of rights, demands, liabilities, obligations, claims, or cause of actions, in Law or equity, of any kind or nature, known or unknown, now existing or hereinafter arising, which arise from or relate in any manner to the relocation of Tenant's business operations, or the relocation of any person(s), business(es), or other occupant(s) located on within, on, or about, the Premises following the full or partial termination or expiration of Tenant's leasehold interest in the Premises (collectively, "**Relocation Claims**"), including waiver and release of any relocation rights under Government Code sections 7260 et seq. or any federal Laws (collectively, "**Relocation Assistance Law**"). Tenant acknowledges and agrees that the release and waiver set forth in this Section 19 is material consideration for Landlord's agreement to enter into this Lease, and that, but for this release and waiver, Landlord would not have entered into this Lease. By releasing and forever discharging the Relocation Claims, Tenant expressly waives any rights under California Civil Code section 1542, which provides: "A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR."

20. REQUIRED ACCESSIBILITY DISCLOSURE

20.1 The City hereby advises Tenant that the Property has not undergone an inspection by a certified access specialist, and except to the extent expressly set forth in this Lease, The City shall have no liability or responsibility to make any repairs or modifications to the Property in order to comply with accessibility standards. The following disclosure is hereby made pursuant to applicable California law:

20.1.1 "A Certified Access Specialist (CASp) can inspect the subject premises and determine whether the subject Property comply with all of the applicable construction-related accessibility standards under state law. Although state law does not require a CASp inspection of the subject Property, the commercial property owner or lessor may not prohibit the lessee or tenant from obtaining a CASp inspection of the subject Property for the occupancy or potential occupancy of the lessee or tenant, if requested by the lessee or tenant. The parties shall mutually agree on the arrangements for the time and manner of the CASp inspection, the payment of the fee for the CASp inspection, and the cost of making any repairs necessary to correct violations of construction-related accessibility standards within the Property." [Cal. Civ. Code Section 1938(e)]. Any CASp inspection shall be conducted in compliance with reasonable rules in effect at the Building with regard to such inspections and shall be subject to The City's prior written consent.

21. CITY NON-DISCRIMINATION ORDINANCE

21.1 Tenant hereby agrees to comply with the provisions of B.M.C. Chapter 13.26 as amended from time to time. In the performance of this Lease, Tenant agrees as follows:

21.2 Tenant shall not discriminate against any employee or applicant for employment because of race, color, religion, ancestry, national origin, age (over 40), sex, pregnancy, marital status, disability, sexual orientation or AIDS.

21.3 Tenant shall permit the City access to records of employment, employment advertisements, application forms, EEO-1 forms, affirmative action plans and any other documents which, in the opinion of the City, are necessary to monitor compliance with this non-discrimination provision. In addition, Tenant shall fill out, in a timely fashion, forms supplied by the City to monitor this non-discrimination provision.

21.4 Tenant represents that it is subject to state and federal anti-discrimination laws, and maintains a policy of non-discrimination in admission, access, and treatment in its programs, activities, and employment, which fulfill the requirements of subdivision (a), above. Assuming, arguendo, that the requirements of Chapter 13.26 would otherwise apply, for purposes of this Lease the City agrees that the documentation contemplated in subdivision (b) will not be required of Tenant.

22. NON-DISCRIMINATION AGAINST PERSONS WITH DISABILITIES

22.1 If Tenant provides any aid, service or benefit to others on the City's behalf, Tenant shall, in the provision of such aid, service or benefit, observe and comply with all applicable provisions of Title II of the Americans with Disabilities Act of 1990 and any amendments thereto. Tenant shall further observe and comply with all applicable federal, state, municipal and local laws, ordinances, codes and regulations prohibiting discrimination against individuals with disabilities or ensuring that individuals with disabilities are not excluded from participating in or receiving benefit, services or activities of the City.

22.2 If Tenant is or becomes a "public accommodation" as defined in Title III of the Americans with Disabilities Act of 1990, Tenant shall observe and comply with all applicable provisions of the Act and any amendments thereto, and all applicable federal, state, municipal and local laws, ordinances, codes and regulations prohibiting discrimination on the basis of disability in the full and equal enjoyment of goods, services, facilities, privileges, advantages, or accommodations offered by the Tenant. All Tenant's activities must be in accordance with these laws, ordinances, codes, and regulations, and Tenant shall solely be responsible for complying therewith.

23. BERKELEY EQUAL BENEFITS ORDINANCE (EBO)

23.1 Tenant hereby agrees to comply with the provisions of the Berkeley Equal Benefits Ordinance, B.M.C. Chapter 13.29. If Tenant is currently subject to the Berkeley Equal Benefits Ordinance, Tenant will be required to provide all eligible employees with City mandated equal benefits during the term of this License, as defined in B.M.C. Chapter 13.29, as well as comply with the terms enumerated herein.

23.2 If Tenant is currently or becomes subject to the Berkeley Equal Benefits Ordinance, Tenant agrees to supply the City with any records the City deems necessary to determine compliance with this provision.

23.3 If Tenant fails to comply with the requirements of this Section, City shall have the rights and remedies described in this Section, in addition to any rights and remedies provided by law and equity. Tenant's failure to comply with this Paragraph shall constitute default of the Lease.

23.4 In addition, at City's sole discretion, Tenant may be responsible for liquidated damages in the amount of $50.00 per employee per day for each and every instance of violation of this Section. It is mutually understood and agreed that Tenant's failure to provide its employees with equal benefits will result in damages being sustained by City; that the nature and amount of these damages will be extremely difficult and impractical to fix; that the liquidated damages set forth herein is the nearest and most exact measure of damages for such breach that can be fixed at this time; and that the liquidated damage amount is not intended as a penalty or forfeiture for Tenant's breach.

24. BERKELEY LIVING WAGE ORDINANCE (LWO)

24.1 Tenant agrees to comply with Berkeley Municipal Code Chapter 13.27, the Berkeley Living Wage Ordinance (LWO). If Tenant employs six (6) or more part-time or full-time employees, and generates $350,000 or more in annual gross receipts, Tenant will be required to provide all eligible employees with City of Berkeley (City) mandated minimum compensation during the term of this Lease, as defined in B.M.C. Chapter 13.27, as well as comply with the terms enumerated herein.

24.2 Licensee shall be required to maintain all reasonable records and documents that would establish whether Licensee is subject to the LWO. If Licensee is subject to the LWO, as defined therein, Licensee shall be further required to maintain monthly records of those employees located on the Property. These records shall include the total number of hours worked, the number of hours spent providing service on the Property, the hourly rate paid, and the amount paid by Licensee for health benefits, if any, for each of its employees providing services under the Lease. The records described in this paragraph shall be made available upon the City's request. The failure to produce these records upon demand shall be considered a default, subject to the provisions contained in Paragraph 23 herein.

24.3 If Licensee is subject to the LWO, Licensee shall include the requirements of the ordinance, as defined in B.M.C. Chapter 13.27, in any and all sublicenses in which Licensee enters with regard to the subject Property. Sublicenses shall be required to comply with this ordinance with regard to any employees who spend 25% or more of their compensated time on the Property.

24.4 If Licensee fails to comply with the requirements of the LWO and this Lease the City shall have the rights and remedies described in this Paragraph, in addition to any rights and remedies provided by law or equity. Licensee's failure to comply with this Paragraph shall

constitute default of the Lease, upon which City may terminate this Lease pursuant to Paragraph 23.

24.5 In addition, at City's sole discretion, Licensee may be responsible for liquidated damages in the amount of $50 per employee per day for each and every instance of an underpayment to an employee. It is mutually understood and agreed that Licensee's failure to pay any of its eligible employees at least the applicable living wage will result in damages being sustained by the City; that the nature and amount of the damages will be extremely difficult and impractical to fix; that the liquidated damages set forth herein is the nearest and most exact measure of damage for such breach that can be fixed at this time; and that the liquidated damage is not intended as a penalty of forfeiture for Licensee's breach.

25. OPPRESSIVE STATES

25.1 In accordance with Resolution No. 59,853-N.S., Licensee certifies that it has no contractual relations with, and agrees during the term of this Lease to forgo contractual relations to provide personal services to, the following entities:

25.1.1 The governing regime in any Oppressive State.

25.1.2 Any business or corporation organized under the authority of the governing regime of any Oppressive State.

25.1.3 Any individual, firm, partnership, corporation, association, or any other commercial organization, and including parent-entities and wholly-owned subsidiaries (to the extent that their operations are related to the purpose of this Lease) for the express purpose of assisting in business operations or trading with any public or private entity located in any Oppressive State.

25.2 For purposes of this Lease, the Tibet Autonomous Region and the provinces of Ado, Kham, and V-Tsang shall be deemed Oppressive States. Licensee's failure to comply with this paragraph shall constitute a default of this Lease and City may terminate this Lease. In the event that City terminates this Lease due to a default under this provision, City may deem Licensee a non-responsible bidder for five (5) years from the date this Lease is terminated.

26. CONFLICT OF INTEREST PROHIBITED

26.1 In accordance with Government code section1090, Berkeley City Charter section 36, and the Berkeley Municipal Code (B.M.C.) Chapter 3.64, neither Licensee nor any employee, officer, director, partner or member of Licensee, or immediate family member of any of the preceding, shall have served with the City as an elected officer, an employee, or a City board, committee or commission member, who has directly or indirectly influenced the making of this Lease.

26.2 In accordance with Government Code section 1090 and the Political Reform Act, Government Code section 87100 et seq., no person who is a director, officer, partner, trustee, employee or consultant of the Licensee, or immediate family member of the preceding, shall make or participate in a decision made by the City or a City board, commission or committee, if

it is reasonably foreseeable that the decision will have a material effect on any source of income, investment or interest in real property of that person or Licensee.

26.3 Interpretation of this section shall be governed by the definitions and provisions used in the Political Reform Act, Government Code section87100 et seq., its implementing regulations, manuals and codes, Government Code section 1090, Berkeley City Charter section 36 and B.M.C. Chapter 3.64.

27. MISCELLANEOUS.

27.1 General.

27.1.1 Entire Agreement. This Lease sets forth all the agreements between Landlord and Tenant concerning the Property and the Premises, and there are no agreements either oral or written other than as set forth herein.

27.1.2 Time of Essence. Time is of the essence of this Lease.

27.1.3 This subsection intentionally deleted.

27.1.4 Severability. If any provision of this Lease or the application of any such provision shall be held by a court of competent jurisdiction to be invalid, void or unenforceable to any extent, the remaining provisions of this Lease and the application thereof shall remain in full force and effect and shall not be affected, impaired or invalidated.

27.1.5 Law. This Lease shall be construed and enforced in accordance with the Laws of the State of California, without reference to its choice of law provisions.

27.1.6 Interpretation. The titles to the sections of this Lease are not a part of this Lease and shall have no effect upon the construction or interpretation of any part of this Lease. As used in this Lease, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others where and when the context so dictates. The word “including” shall be construed as if followed by the words “without limitation.” This Lease shall be interpreted as though prepared jointly by both parties.

27.1.7 No Option. Submission of this Lease to Tenant for examination or negotiation does not constitute an option to lease, offer to lease or a reservation of, or option for, the Premises; and this Lease shall become effective and binding only upon the execution and delivery hereof by Landlord and Tenant.

27.1.8 Successors and Assigns. This Lease shall be binding upon and inure to the benefit of the successors and assigns of Landlord and, subject to compliance with the terms of Section 17.

27.1.9 Third Party Beneficiaries. Nothing herein is intended to create any third party benefit.

27.1.10 Memorandum of Lease; Title. Landlord may elect to have either this Lease or a short form memorandum hereof recorded pursuant to the requirements of California Government Code section 37393. Tenant shall cooperate with Landlord in executing and acknowledging any such memorandum of lease. Upon the expiration or other termination of this Lease, Tenant shall immediately execute and deliver to Landlord a quitclaim deed to the Premises and the Property, as required, in recordable form, designating Landlord as transferee or grantee. Tenant shall not do any act which shall in any way encumber the title of Landlord in and to the Property or any portion thereof.

27.1.11 No Agency, Partnership or Joint Venture. Nothing contained herein nor any acts of the parties hereto shall be deemed or construed by the parties hereto, nor by any third party, as creating the relationship of principal and agent or of partnership or of joint venture by the parties hereto or any relationship other than the relationship of landlord and tenant.

27.1.12 Merger. The voluntary or other surrender of this Lease by Tenant or a mutual cancellation thereof or a termination by Landlord shall not work a merger and shall, at the option of Landlord, terminate all or any existing subtenancies or may, at the option of Landlord, operate as an assignment to Landlord of any or all of such subtenancies.

27.1.13 Waiver. No waiver of any default or breach hereunder shall be implied from any omission to take action on account thereof, notwithstanding any custom and practice or course of dealing. No waiver by either party of any provision under this Lease shall be effective unless in writing and signed by such party. No waiver shall affect any default other than the default specified in the waiver and then such waiver shall be operative only for the time and to the extent therein stated. Waivers of any covenant shall not be construed as a waiver of any subsequent breach of the same.

27.1.14 Limitation of Liability. The obligations of Landlord under this Lease are not personal obligations of Landlord; and Tenant shall look solely to the rents, issues, profits and other income generated by the Premises for satisfaction of any liability of Landlord and shall not look to other assets of Landlord nor seek recourse against the other assets of Landlord. Whenever Landlord transfers its interest, Landlord shall be automatically released from further performance under this Lease and from all further liabilities and expenses hereunder and the transferee of Landlord's interest shall assume all liabilities and obligations of Landlord hereunder from the date of such transfer.

27.1.15 Notices. All notices to be given hereunder shall be in writing and mailed postage prepaid by certified or registered mail, return receipt requested, or delivered by personal or courier delivery, to Landlord's address and Tenant's address set forth in Sections 1 and 2 of the Basic Lease Information, or to such other place as Landlord or Tenant may designate in a written notice given to the other party. Notices shall be deemed served upon the earlier of receipt or three (3) days after the date of mailing.

27.1.16 Brokerage Commission. Landlord and Tenant each represents that they have not been represented by any broker in connection with this Lease, and that no real estate broker's commission, finder's fee or other compensation is due or payable. Tenant agrees to indemnify and hold harmless Landlord from any claims or liability, including reasonable

attorneys' fees, in connection with a claim by any person for a commission, Finder's Fee or other compensation based upon any statement, representation or agreement of Tenant.

27.1.17 Authorization. Each individual or entity executing this Lease on behalf of Tenant represents and warrants that he or she or it is duly authorized to execute and deliver this Lease on behalf of Tenant and that such execution is binding upon Tenant.

27.1.18 Holding Over. If, with Landlord's express written consent, Tenant holds over the Premises or any part thereof after expiration or earlier termination of the Term, such holding over shall constitute a month-to-month tenancy on all the other terms and conditions of this Lease, except that Base Rent shall be equal to 125% of the Base Rent payable under this Lease for the last full month before the date of expiration or termination. This section shall not be construed as Landlord's permission for Tenant to hold over. Acceptance of Rent by Landlord following expiration or termination shall not constitute a renewal of this Lease or extension of the Term, except as specifically set forth above. If Tenant remains in possession of the Premises after expiration or other termination of this Lease without Landlord's express written consent, Tenant's continued possession shall be on the basis of a tenancy at sufferance and Tenant shall pay as Base Rent during the holdover period an amount equal to one hundred fifty percent (150%) of the Rent payable under this Lease for the last full month before the date of expiration or termination. If Tenant fails to surrender the Premises upon expiration or other termination of this Lease, Tenant shall indemnify and hold Landlord harmless from and against all loss or liability resulting from or arising out of Tenant's failure to surrender the Premises, including, but not limited to, any amounts required to be paid to any tenant or prospective tenant who was to have occupied the Premises after the expiration or other termination of this Lease and any related attorneys' fees and brokerage commissions.

27.1.19 Surrender. Upon the expiration or other termination of this Lease or Tenant's right to possession of the Premises, Tenant will surrender the Premises, together with all keys, broom-swept clean and in good condition and repair, reasonable wear and tear excepted. Conditions existing because of Tenant's failure to perform maintenance, repairs or replacements shall not be deemed "reasonable wear and tear."

27.1.20 Joint and Several. If Tenant consists of more than one person, the obligation of all such persons shall be joint and several.

27.1.21 Covenants and Conditions. Each provision to be performed by Tenant hereunder shall be deemed to be both a covenant and a condition. This Lease shall be construed as though the covenants between Landlord and Tenant are independent and not dependent. Tenant expressly waives the benefit of any statute to the contrary, and agrees that even if Landlord fails to perform its obligations under this Lease, Tenant shall not be entitled to make repairs or perform any acts at Landlord's expense, or to any setoff against Rent or other amounts owing under this Lease against Landlord.

27.1.22 Force Majeure. For purposes of this Lease, the term "**Force Majeure**" shall mean and include the following: any delay caused by any action, inaction, order, ruling, moratorium, regulation, statute, condition or other decision of any governmental agency having jurisdiction over any portion of the Property, over any construction anticipated to occur thereon

or over any uses thereof, or by fire, flood, inclement weather, energy shortage, strikes, lockouts or other labor or industrial disturbance, civil disturbance, order of any government, court or regulatory body claiming jurisdiction or otherwise, governmental preemption or curtailment in connection with a national emergency or in connection with any rule, order, guideline or regulation of any department or governmental agency, or by reason of the conditions of supply and demand which have been or are affected by a war or other emergency, acts of terrorism, act of public enemy, war, riot, sabotage, blockade, embargo, failure or inability to secure an adequate supply of water, electricity, fuel, materials, supplies or labor through ordinary sources by reason of shortages or priority, discovery of Hazardous Materials (as defined in paragraph 13.1), earthquake, or other natural disaster, or any cause whatsoever beyond the reasonable control (excluding financial inability) of the party whose performance is required.

27.1.23 Financial Statements. Upon ten (10) days prior written request from Landlord (which Landlord may make at any time during the Term but no more often than once in any calendar year, unless Tenant is in default), Tenant shall deliver to Landlord a current financial statement of Tenant and any guarantor of this Lease. Such statements shall be prepared in accordance with generally acceptable accounting principles and certified as true in all material respects by Tenant (if Tenant is an individual) or by an authorized officer or general partner of Tenant (if Tenant is a corporation or partnership, respectively).

28. SANCTUARY CITY CONTRACTING

Tenant hereby agrees to comply with the provisions of the Sanctuary City Contracting Ordinance, B.M.C. Chapter 13.105. In accordance with this Chapter, Tenant agrees not to provide the U.S. Immigration and Customs Enforcement Division of the United States Department of Homeland Security with any Data Broker or Extreme Vetting Services as defined herein:

A. "Data Broker" means either of the following:

i. The collection of information, including personal information about consumers, from a wide variety of sources for the purposes of reselling such information to their customers, which include both private-sector business and government agencies;
ii. The aggregation of data that was collected for another purpose from that for which it is ultimately used.

B. "Extreme Vetting" means data mining, threat modeling, predictive risk analysis, or other similar services. Extreme Vetting does not include:
i. The City's computer-network health and performance tools;
ii. Cybersecurity capabilities, technologies and systems used by the City of Berkeley Department of Information Technology to predict, monitor for, prevent, and protect technology infrastructure and systems owned and operated by the City of Berkeley from potential cybersecurity events and cyber-forensic based investigations and prosecutions of illegal computer based activity.

[SIGNATURES FOLLOW ON NEXT PAGE]

IN WITNESS WHEREOF, City and Tenant have executed this Lease as of the date written on number four (4) of the basic lease information sheet.

Approved as to form:

_____
City Attorney

CITY OF BERKELEY

By _____
City Manager

Registered by:

_____
City Auditor

Attest:

_____
City Clerk

Tenant
Sunny Patpatia, Patpatia & Associates, Inc.

By_____
Sunny Patpatia

TENANT INFORMATION:

Tax Identification No. _____

Incorporated: Yes _____ No _____

Certified Woman Business Enterprise: Yes _____No_____

Certified Minority Business Enterprise: Yes _____No_____

Certified Disadvantaged Business Enterprise: Yes ____ No_____

EXHIBIT A-1

PROPERTY DESCRIPTION

The property is located within the Berkeley Waterfront in the City of Berkeley, CA. The premises include approximately 1,706 square feet comprising the northwestern portion of the 2nd floor of the building commonly known and referred to as 125-127 University Avenue, Berkeley, CA 94710.

Lease Agreement for 125-127 University Avenue- Patpatia & Associates, Inc.

EXHIBIT A-2

DEPICTION OF PREMISES

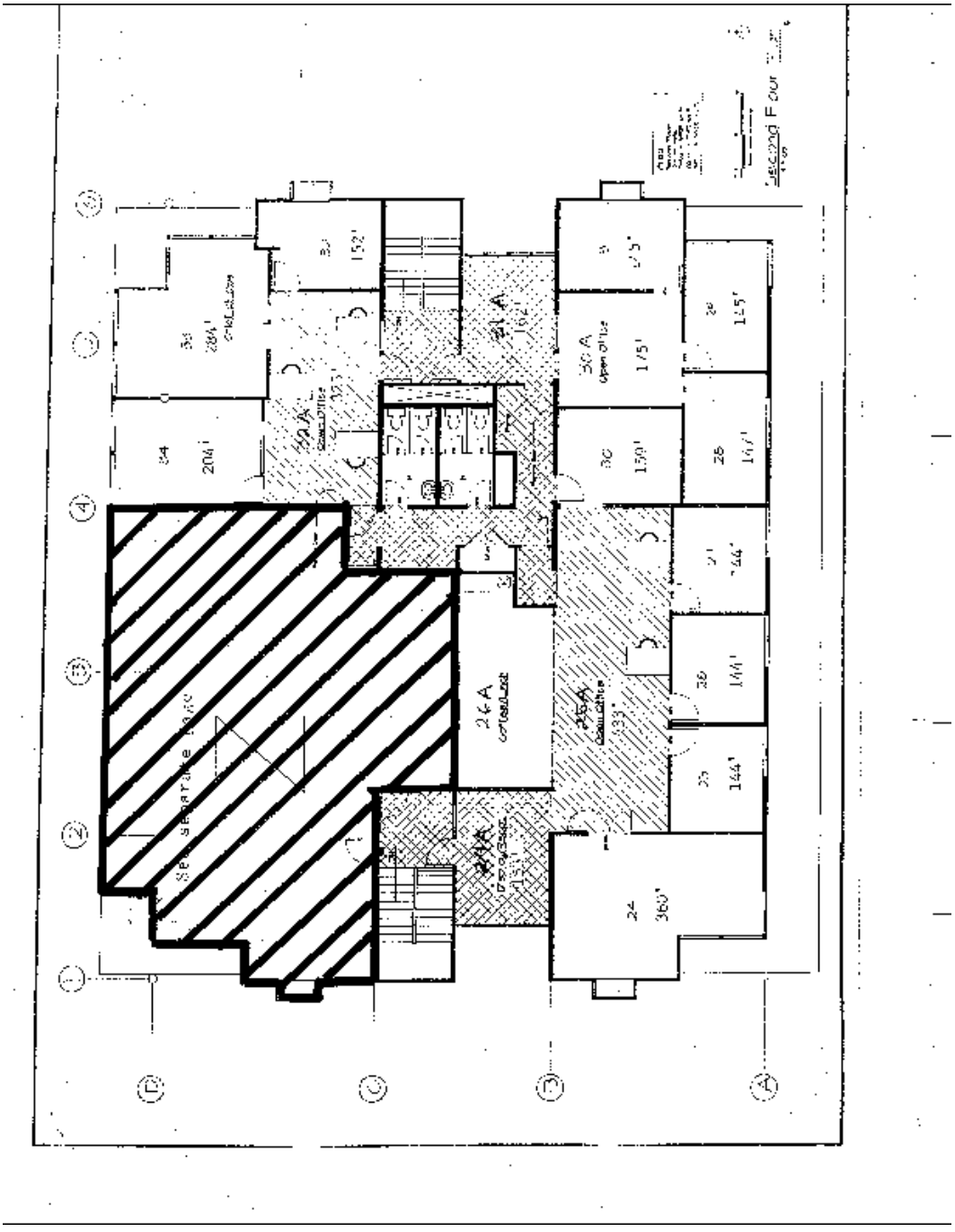


EXHIBIT B

RULES AND REGULATIONS

Tenant shall comply with the following Rules and Regulations (individually and collectively, "**Rules**"). Landlord shall not be responsible to Tenant for the nonperformance of any of these Rules.

1. Locks; Keys. Tenant shall not alter any lock or install any new or additional locks or bolts on any doors or windows of the Premises without obtaining Landlord's prior written consent. Tenant shall bear the cost of any lock changes or repairs required by Tenant. Two keys shall be furnished by Landlord for the Premises, and any additional keys required by Tenant must be obtained from Landlord at a reasonable cost to be established by Landlord.

2. Doors Opening to Public Corridors; Protection of Premises. All doors opening to public corridors, if any, must be kept closed at all times except for normal ingress to and egress from the Premises. Tenant shall assume all responsibility, including keeping doors locked and other means of entry to the Premises closed, for protecting the Premises from theft, robbery, and pilferage.

3. Floor Loads. Landlord may prescribe the weight, size, and position of all safes, machinery, equipment, fixtures or other heavy property ("**Heavy Property**") brought into the Premises and the times and manner of moving those items within and out of the Premises. Tenant shall not overload any floor in the Premises or use or operate any machinery, equipment, or other device, even though its installation may have been permitted, that in Landlord's opinion is harmful to the Premises. If Tenant shall require Heavy Property, Tenant shall notify Landlord of such fact. If considered necessary by Landlord, Heavy Property must stand on supports that are adequate to distribute the weight properly and Tenant shall pay the cost of any necessary supports or structural bracing. Any damage to any property (whether or not belonging to Tenant), the Premises, the Property or any portion thereof, or its or their respective contents, or any harm to Tenant, its employees, agents, or any occupants or visitors caused by moving or maintaining any Heavy Property shall be the sole responsibility and expense of Tenant.

4. Requirements of Tenant. Any special requirements of Tenant not set forth as an obligation of Landlord under the Lease will be considered only upon written application to Landlord at Landlord's address set forth in the Lease. Landlord's employees shall not perform any work or do anything outside their regular duties unless under special instructions from Landlord.

5. Use of Plumbing Facilities; Responsibility for Damage. The plumbing facilities (including but not limited to restrooms, toilets, urinals, wash bowls, drains, and other apparatus) shall be used for no purpose other than that for which they were constructed, and no foreign substance of any kind shall be thrown into them. The expense of any breakage, stoppage, or damage resulting from violation of this rule shall be borne by Tenant.

6. Restrictions on Defacement; Maintenance of Premises. Tenant shall not mark, drive nails or screws into, or drill into the partitions, woodwork, or plaster, or in any way deface the

Premises, the Property or any portion thereof, without Landlord's prior written consent. Tenant shall maintain the Premises and all portions thereof in a safe, neat and clean condition.

7. Permitted Machines. No machines of more than one horsepower shall be installed, maintained, or operated on the Premises without Landlord's prior written consent.

8. Flammable or Combustible Fluids or Materials; Foul or Noxious Gases or Substances; Nontoxic Materials. Tenant shall not use or keep, or allow to be used or kept, in or on the Premises, the Property, or any portion thereof, any kerosene, gasoline, or other flammable or combustible fluid, material, or any foul or noxious gas or substance. All materials, fabrics, and products used in Tenant's furnishings, wall and floor coverings, and ceiling installations shall be nontoxic and subject to the prior approval of Landlord's architect or engineer. Nothing contained here is intended or shall be construed to alter or diminish any obligations of Tenant under any portion(s) of its Lease addressing environmental matters and compliance, Hazardous Materials Laws, Hazardous Materials, or similar matters, or compliance with Laws. Any existing materials supplied or installed by Landlord in the Premises are exempt from this provision.

9. Cooking; No Use of Premises for Improper Purposes. No cooking shall be done or permitted on the Premises, except that Underwriters' Laboratory (UL)-approved equipment and microwave ovens may be used in the Premises for heating food and brewing coffee, tea, hot chocolate, and similar beverages for employees and visitors. This use must be in accordance with all Laws. The Premises shall not be used for lodging, or for any improper, objectionable, or immoral purposes.

10. Exclusion or Expulsion. Landlord reserves the right to exclude or expel from the Property or any portion thereof any person who, in Landlord's judgment, is under the influence of alcohol or drugs or commits any act in violation of any of these Rules.

11. Loitering Prohibited. Tenant and Tenant's Parties shall not loiter in or about the Property for the purpose of smoking tobacco products or for any other purpose unrelated to Tenant's use of the Premises.

12. Smoking; Illegal Substances. Smoking of tobacco products and use of illegal substances is strictly prohibited in or about the Property or any portion thereof.

13. Extermination. Tenant agrees not to permit the extermination of vermin to be performed in, on or about the Property or any portion thereof except at times and by a person or company reasonably designated by Landlord.

14. Obstructions. Tenant and Tenant's Parties shall not in any way obstruct the sidewalks, entry passages, pedestrian passageways, driveways, entrances and exits to the Property, and they shall use the same only as passageways to and from the Premises. At no time shall Tenant or Tenant's Parties be permitted to conduct work activity (except for normal loading and unloading of vehicles) nor store wooden pallets, boxes, goods or other materials outside the confines of Tenant's Premises.

15. Disposal of Trash and Garbage. Tenant shall store all trash, garbage and refuse ("**Trash**") within the interior of the Premises. Tenant shall not place or have placed in Trash

boxes or receptacles any material that may not or cannot be disposed of in the ordinary and customary manner of removing and disposing of Trash in the vicinity of the Premises. Tenant shall comply fully with all applicable Laws when disposing of Trash.

16. Provision of Information to Tenant's Employees. Tenant shall comply with requests by Landlord that Tenant inform Tenant's employees and agents of items of importance to Landlord.

17. Prohibited Uses and Activities.

17.1 Any use, operation or activity which causes or produces the attraction of flies, insects, rodents or other animals, or the creation or emission of dust or dirt, without proper mitigating measures in place;

17.2 Any use, operation or activity which causes or produces any emission into the air of any (i) noxious, toxic, hazardous or corrosive fumes or gases; (ii) excessive smoke, dirt or dust; or (iii) pollutants in violation of any local, state or federal standards;

17.3. Any use, operation or activity which causes or produces any discharge of Hazardous Materials (as defined in Lease Section 13.1) into any sewer system or storm drain serving the Property in a manner that will result in any leaching into the soil, or release into the atmosphere or groundwater;

17.4. Hazardous or unsafe uses by reasons of danger of fire or explosion, or uses that will increase the fire hazard rating on the Property or other properties, or uses objectionable or offensive to adjoining properties;

17.5. Uses in violation of any applicable Laws;

17.6. Any construction, erection, or placement of ornamentation or other objects or equipment, permanently or temporarily, on the outside portions of the Property, whether such portion is improved or unimproved, except as specifically permitted by Landlord; and

17.7 Additional prohibited uses as determined by Landlord from time to time.

18. Conflict. In the event of any conflict between these Rules or any further or modified Rules from time to time issued by Landlord and the Lease provisions, the Lease shall govern and control.

19. Rule Changes; Waivers. Landlord reserves the right at any time to change or rescind any one or more of these Rules or to make such other and further reasonable Rules as, in Landlord's judgment, may from time to time be necessary for the operation, management, safety, care and cleanliness of the Property or any portion thereof, for the preservation of good order therein, or for the convenience of other occupants and tenants of the Property, if any. Landlord may waive any one or more of these Rules for the benefit of any particular tenant(s). Landlord further reserve(s) all the rights reserved to it or them by the provisions of the Lease, by any CC&Rs, or by operation of Law. No waiver by Landlord shall be construed as a waiver of those Rules in favor of any other tenant or occupant of the Premises or Property, and no waiver shall prevent Landlord from enforcing those Rules against any other tenant or occupant of the Property.

Landlord shall not be responsible to Tenant or to any other person for the non-observance or violation of the Rules by any other tenant, occupant, or other persons. Tenant shall abide by any additional rules or regulations which are ordered or requested by any governmental or military authority. Tenant shall be deemed to have read these rules and to have agreed to abide by them as a condition of Tenant's use and occupancy of the Premises.

EXHIBIT C

PAYMENT PROVISION

Tenant: Patpatia & Associates

Property Address: 125-127 University Avenue, Berkeley, CA 94710

Lease Term: 3 years, with two 1-year options to renew

Annual Rent Increase: 3%

Initial Term

Lease Year	**Monthly Rent**	**Annual Rent**
July 2026-June 2027	$4,265.00	$51,180.00
July 2027-June 2028	$4,392.95	$52,715.40
July 2028-June 2029	$4,524.73	$54,296.86

Initial Term Total Revenue: $158,192.26

Option Terms

Option Period	**Monthly Rent**	**Annual Rent**
July 2029-June 2030	$4,660.47	$55,925.66
July 2030-June 2031	$4,800.28	$57,603.40

Total Revenue with Option Period: $271,172.32

02

ORDINANCE NO. 8,010-N.S.

AMENDING THE ANNUAL APPROPRIATIONS ORDINANCE NO. 7,993–N.S. FOR FISCAL YEAR 2026

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That the Annual Appropriations Ordinance based on the budget for FY 2026 submitted by the City Manager and passed by the City Council be amended as follows and as summarized in Exhibit A:

A. General Fund (Funds 001-099)	377,411,265
B. Special Funds (Funds 100-199)	236,687,691
C. Grant Funds (Funds 300-399)	98,781,704
D. Capital Projects Funds (Funds 500-550)	160,451,779
E. Debt Service Fund (Funds 551-599)	15,010,855
F. Enterprise Funds (Funds 600-669)	227,823,126
G. Internal Service Funds (Funds 146, 670-699)	87,756,866
H. Trust Funds (Funds 701-759)	242,205
I. Successor Agency (Funds 760-769)	57,120
J. Agency Funds (Funds 771-799)	6,970,128
K. Other Funds (Funds 800-899)	9,779,177
L. Total	
Total General Fund	377,411,265
Add: Total Other Than General Fund	843,560,651
Gross Revenue Appropriated	**1,220,971,916**
Less: Dual Appropriations	-96,270,619
Less: Revolving/Internal Service Funds	-79,142,085
Net Revenue Appropriated	**1,045,559,212**

Section 2. The City Manager is hereby permitted, without further authority from the City Council, to make the following transfers by giving written notice to the Director of Finance:

a. From the General Fund to the General Fund – Stability Reserve Fund; Catastrophic Reserve Fund; Paramedic Tax Fund; Health State Aid Realignment; Fair Election Fund; Capital Improvement Fund; Phone System Replacement; Equipment Replacement Fund; Public Liability Fund; Catastrophic Loss Fund; Police Employee Retiree Health Assistance Plan; Safety Members Pension Fund; Sick Leave Entitlement Fund; and Payroll Deduction Trust Fund.

b. To the General Fund from the General Fund – Stability Reserves Fund; Catastrophic Reserves Fund; Community Development Block Grant Fund; Street Lighting Assessment District Fund; Zero Waste Fund; Marina Operations and Maintenance Fund; Sanitary Sewer Operation Fund; Clean Storm Water Fund; Permit Service Center Fund; Parking Meter Fund; Unified Program (CUPA); IT Cost Allocation Fund; Health State Aid Realignment Fund; and Measure U1

c. From GF-Payroll Deduction Trust Fund to Employee Training Fund; General Fund

d. To the First Source Fund from the Parks Tax Fund; Capital Improvement Fund; and the Marina Fund.

e. From the Measure U1 Fund to the Workers' Compensation Fund

f. From the Catastrophic Reserve Fund to the Playground Camp Fund

g. From Gilman Sports Field Fund to Gilman Field Reserve Fund

h. From Measure FF Fund to Paramedic Tax Fund.

i. From the American Rescue Plan Fund to the General Fund; Sports Field Fund; Playground Camp Fund; Marina Fund; Off-Street Parking Fund; and Parking Meter Fund.

j. From Capital Improvement Fund to PERS Savings Fund; Berkeley Repertory Theater Fund; and 2010 COP (Animal Shelter) Fund.

k. To the Public Art Fund from the Parks Tax Fund; Capital Improvement Fund; and the Marina Fund.

l. To CFD#1 District Fire Protection Bond (Measure Q) from Special Tax Bonds CFD#1 ML-ROOS.

m. To Private Sewer Lateral Fund from Sanitary Sewer Operation Fund.

n. To Catastrophic Loss Fund from Permit Service Center Fund.

o. To Catastrophic Loss Fund from Unified Program (CUPA) Fund.

p. To the Building Purchases and Management Fund from General Fund; Health (General) Fund; Rental Housing Safety Program Fund; Measure B Local Streets & Road Fund; Employee Training Fund; Zero Waste Fund; Sanitary Sewer Operation Fund; Clean Storm Water Fund; Permit Service Center Fund; Off Street Parking Fund; Parking Meter Fund; Unified Program (CUPA) Fund; Building Purchases & Management Fund; Building Maintenance Fund; Central Services Fund; and Health State Aide Realignment Trust Fund.

q. To Equipment Replacement Fund from General Fund; Mental Health Services Act Fund; Health (Short/Doyle) Fund; Vector Control Fund; Paramedic Tax Fund; Playground Camp Fund; State Transportation Tax Fund; Rental Housing Safety Program Fund; Parks Tax Fund; Street Light Assessment District Fund; Zero Waste Fund; Marina Operations/Maintenance Fund; Sanitary Sewer Operation Fund; Clean Storm Water Fund; Permit Service Center Fund; Parking Meter Fund; Equipment Maintenance Fund; Building Maintenance Fund; and Central Services Fund.

r. To the Equipment Maintenance Fund from General Fund; Health (General) Fund; Mental Health Services Act Fund; Health (Short/Doyle) Fund; Vector Control Fund; Paramedic Tax Fund; Library - Discretionary Fund; Playground Camp Fund; State Transportation Tax Fund; Rental Housing Safety Program Fund; Rent Stabilization Board Fund; Parks Ta Fund; Street Light Assessment District Fund; FEMA Fund; Zero Waste Fund; Marina Operations/Maintenance Fund; Sanitary Sewer Operation Fund; Clean Storm Water Fund; Permit Service Center Fund; Off Street Parking Fund; Parking Meter Fund; Equipment Maintenance Fund; Building Maintenance Fund; and Central Services Fund.

s. To the Building Maintenance Fund from the General Fund; Health (General) Fund; Health (Short/Doyle) Fund; Measure B Local Street & Road Fund; Parks Tax Fund; Street Light Assessment District Fund; Zero Waste Fund; Sanitary Sewer Operation Fund; Clean Storm Water Fund; Off Street Parking Fund; Parking Meter Fund; Equipment Maintenance Fund; Building Maintenance Fund; and Mental Health State Aid Realignment Fund.

t. To the Central Services Fund from the General Fund; First Source Fund; Health (Short/Doyle) Fund; Library-Discretionary Fund; Playground Camp Fund; Rent Stabilization Board Fund; Zero Waste Fund; Marina Operations/Maintenance Fund; Sanitary Sewer Operation; Building Purchases & Management Fund; Building Maintenance Fund; Central Services Fund; and Mental Health State Aid Realignment Fund.

u. To Information Technology Cost Allocation Plan Fund from General Fund; Target Case Management/Linkages Fund; Health (Short/Doyle); Library Fund; Playground Camp Fund; State Transportation Tax Fund; CDBG Fund; Rental Housing Safety Program; Rent Stabilization Board Fund; Parks Tax Fund; Street

Light Assessment District Fund; Zero Waste Fund; Marina Operations/Maintenance Fund; Sanitary Sewer Operation; Clean Storm Water Fund; Permit Service Center Fund; Off Street Parking Fund; Parking Meter Fund; Unified Program (CUPA) Fund; Equipment Maintenance Fund; Building Maintenance Fund; Information Technology Cost Allocation Plan Fund; Health State Aid Realignment Trust Fund; and Mental Health State Aid Realignment Fund.

v. To the Workers' Compensation Self-Insurance Fund from General Fund; Special Tax for Severely Disabled Measure E Fund; First Source Fund; HUD Fund; ESGP Fund; Health (General) Fund; Target Case Management/Linkages Fund; Mental Health Service Act Fund; Health (Short/Doyle) Fund; EPSDT Expansion Proposal Fund; Senior Nutrition (Title III) Fund; C.F.P. Title X Fund; Fund Raising Activities Fund; Berkeley Unified School District Grant; Vector Control Fund; Paramedic Tax Fund; Alameda County Grants Fund; Senior Supportive Social Services Fund; Family Care Support Program Fund; Domestic Violence Prevention – Vital Statistics Fund; Affordable Housing Mitigation; Inclusionary Housing Program; Library – Discretionary Fund; Playground Camp Fund; Community Action Program Fund; State Proposition 172 Public Safety Fund; State Transportation Tax Fund; CDBG Fund; Rental Housing Safety Program; Measure B Local State & Road Fund; Measure B Bike & Pedestrian Fund; Measure B – Paratransit Fund; Measure F Alameda County Vehicle Registration Fee Streets & Roads Fund; Measure BB – Paratransit Fund; Fair Election Fund; Measure U1 Fund; One-Time Grant: No Cap Expense Fund; Rent Stabilization Board Fund; Parks Tax Fund; Measure GG – Fire Prep Tax Fund; Street Lighting Assessment District Fund; Employee Training Fund; Private Percent – Art Fund; Measure T1 – Infrastructure & Facilities Fund; FUND$ Replacement Fund; Capital Improvement Fund; FEMA Fund; CFD #1 District Fire Protect Bond Fund; Special Tax Bonds CFD#1 ML-ROOS Fund; Shelter+Care HUD Fund; Shelter+Care County Fund; Zero Waste Fund; Marina Operations/Maintenance Fund; Sanitary Sewer Operation Fund; Clean Storm Water Fund; Private Sewer Lateral Fund; Permit Service Center Fund; Off-Street Parking Fund; Parking Meter Fund; Unified Program (CUPA) Fund; Building Purchases & Management Fund; Equipment Replacement Fund; Equipment Maintenance Fund; Building Maintenance Fund; Central Services Fund; Workers' Compensation Fund; Public Liability Fund; Information Technology Cost Allocation Plan Fund; Health State Aid Realignment Trust Fund; Tobacco Control Trust Fund; Mental Health State Aid Realignment Fund; Alameda Abandoned Vehicle Abatement Authority; and Bio-Terrorism Grant Fund.

w. To the Sick Leave and Vacation Leave Accrual Fund from General Fund; Special Tax for Severely Disabled Measure E Fund; First Source Fund; HUD Fund; ESGP Fund; Health (General) Fund; Target Case Management/Linkages Fund; Mental Health Service Act Fund; Health (Short/Doyle) Fund; EPSDT Expansion Proposal Fund; Senior Nutrition (Title III) Fund; C.F.P. Title X Fund; Fund Raising Activities Fund; Berkeley Unified School District Grant; Vector Control Fund; Paramedic Tax Fund; Alameda County Grants Fund; Senior Supportive Social Services Fund; Family Care Support Program Fund; Domestic Violence Prevention – Vital

Statistics Fund; Affordable Housing Mitigation; Inclusionary Housing Program; Library – Discretionary Fund; Playground Camp Fund; Community Action Program Fund; State Proposition 172 Public Safety Fund; State Transportation Tax Fund; CDBG Fund; Rental Housing Safety Program; Measure B Local State & Road Fund; Measure B Bike & Pedestrian Fund; Measure B – Paratransit Fund; Measure F Alameda County Vehicle Registration Fee Streets & Roads Fund; Measure BB – Paratransit Fund; Fair Election Fund; Measure U1 Fund; One-Time Grant: No Cap Expense Fund; Rent Stabilization Board Fund; Parks Tax Fund; Measure GG – Fire Prep Tax Fund; Street Lighting Assessment District Fund; Employee Training Fund; Private Percent – Art Fund; Measure T1 – Infrastructure & Facilities Fund; FUND$ Replacement Fund; Capital Improvement Fund; FEMA Fund; CFD #1 District Fire Protect Bond Fund; Special Tax Bonds CFD#1 ML-ROOS Fund; Shelter+Care HUD Fund; Shelter+Care County Fund; Zero Waste Fund; Marina Operations/Maintenance Fund; Sanitary Sewer Operation Fund; Clean Storm Water Fund; Private Sewer Lateral Fund; Permit Service Center Fund; Off-Street Parking Fund; Parking Meter Fund; Unified Program (CUPA) Fund; Building Purchases & Management Fund; Equipment Replacement Fund; Equipment Maintenance Fund; Building Maintenance Fund; Central Services Fund; Workers' Compensation Fund; Public Liability Fund; Information Technology Cost Allocation Plan Fund; Health State Aid Realignment Trust Fund; Tobacco Control Trust Fund; Mental Health State Aid Realignment Fund; Alameda Abandoned Vehicle Abatement Authority; and Bio-Terrorism Grant Fund.

x. To the Payroll Deduction Trust Fund from General Fund; Special Tax for Severely Disabled Measure E Fund; First Source Fund; HUD Fund; ESGP Fund; Health (General) Fund; Target Case Management/Linkages Fund; Mental Health Service Act Fund; Health (Short/Doyle) Fund; EPSDT Expansion Proposal Fund; Senior Nutrition (Title III) Fund; C.F.P. Title X Fund; Fund Raising Activities Fund; Berkeley Unified School District Grant; Vector Control Fund; Paramedic Tax Fund; Alameda County Grants Fund; Senior Supportive Social Services Fund; Family Care Support Program Fund; Domestic Violence Prevention – Vital Statistics Fund; Affordable Housing Mitigation; Inclusionary Housing Program; Library – Discretionary Fund; Playground Camp Fund; Community Action Program Fund; State Proposition 172 Public Safety Fund; State Transportation Tax Fund; CDBG Fund; Rental Housing Safety Program; Measure B Local State & Road Fund; Measure B Bike & Pedestrian Fund; Measure B – Paratransit Fund; Measure F Alameda County Vehicle Registration Fee Streets & Roads Fund; Measure BB – Paratransit Fund; Fair Election Fund; Measure U1 Fund; One-Time Grant: No Cap Expense Fund; Rent Stabilization Board Fund; Parks Tax Fund; Measure GG – Fire Prep Tax Fund; Street Lighting Assessment District Fund; Employee Training Fund; Private Percent – Art Fund; Measure T1 – Infrastructure & Facilities Fund; FUND$ Replacement Fund; Capital Improvement Fund; FEMA Fund; CFD #1 District Fire Protect Bond Fund; Special Tax Bonds CFD#1 ML-ROOS Fund; Shelter+Care HUD Fund; Shelter+Care County Fund; Zero Waste Fund; Marina Operations/Maintenance Fund; Sanitary Sewer Operation Fund; Clean Storm Water Fund; Private Sewer Lateral Fund; Permit Service Center Fund; Off-Street

Parking Fund; Parking Meter Fund; Unified Program (CUPA) Fund; Building Purchases & Management Fund; Equipment Replacement Fund; Equipment Maintenance Fund; Building Maintenance Fund; Central Services Fund; Workers' Compensation Fund; Public Liability Fund; Information Technology Cost Allocation Plan Fund; Health State Aid Realignment Trust Fund; Tobacco Control Trust Fund; Mental Health State Aid Realignment Fund; Alameda Abandoned Vehicle Abatement Authority: Bio-Terrorism Grant Fund; PERS Savings Fund; and Sick Leave Entitlement.

Section 3. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

At a regular meeting of the Council of the City of Berkeley held on May 19, 2026, this Ordinance was passed to print and ordered published by posting by the following vote:

Ayes: Bartlett, Blackaby, Humbert, Kesarwani, Lunaparra, O'Keefe, Taplin, Tregub, and Ishii.

Noes: None.

Absent: None.

Attachment for Annual Appropriations Ordinance - Fiscal Year 2026

REVOLVING FUNDS/INTERNAL SERVICE FUNDS

Appropriations are identified with revolving and internal service funds. Such funds derive revenue by virtue of payment from other fund sources as benefits are received by such funds, and the total is reflected in the Less Revolving Funds and Internal Service Funds. The funds are:

Revolving/Internal Service Funds	
Employee Training Fund	828,500
Equipment Replacement Fund	14,690,694
Equipment Maintenance Fund	12,602,639
Building Maintenance Fund	6,017,798
Central Services Fund	411,905
Workers' Compensation Fund	11,863,212
Public Liability Fund	4,893,202
Information Technology Fund	27,834,137
Subtotal Revolving/Internal Service Funds	$79,142,085

DUAL APPROPRIATIONS - WORKING BUDGET

Dual appropriations are identified with revenues generated by one fund and transferred to another fund. Both funds are credited with the applicable revenue, and the total is reflected in the Less Dual Appropriations. The dual appropriations are:

Transfers to the General Fund	
Indirect Cost Reimbursement	
CDBG Fund	176,194
Street Light Assessment District Fund	121,286
UC Settlement	5,000
One-Time Grant: No Cap Exp	78,545
Zero Waste Fund	2,672,297
Marina Enterprise Fund	452,819
Sanitary Sewer Fund	1,583,367
Clean Storm Water Fund	314,606
Permit Service Center Fund	2,187,182
Unified Program (CUPA) Fund	89,070
Subtotal Transfers to General Fund:	$ 7,680,366

Transfer to Safety Members Pension Fund from General Fund	551,804
Transfer to Measure U1 Fund from General Fund	6,500,000
Transfer to GF Operating Reserves Fund from General Fund	4,177,541
Transfer to GF Stabilization Reserves Fund from General Fund	3,299,963
Transfer to GF Catastrophic Reserves Fund from General Fund	2,699,970
Transfer to PERS Savings Fund from General Fund	2,822,392
Transfer to Health State Aid Realignment from General Fund	1,953,018
Transfer to Fair Election Fund from General Fund	612,210
Transfer to Capital Improvement Fund (CIP) from General Fund	16,553,180
Transfer to Marina Fund from General Fund	1,409,886
Transfer to Equipment Replacement Fund from General Fund	1,759,380
Transfer to Public Liability Fund from General Fund	3,744,923
Transfer to Catastrophic Loss Fund from General Fund	8,216,345
Transfer to IT Cost Allocation Fund from General Fund	71,335
Transfer to Police Employee Retiree Health Assistance Plan from General Fund	400,136
Transfer to Sick Leave Entitlement Fund from General Fund	201,501
Transfer to Employee Training Fund from GF Payroll Deduction Trust Fund	750,000
Transfer to General Fund from GF Payroll Deduction Trust Fund	6,000,000
Transfer to General Fund from Measure U1 Fund	2,500,000
Transfer to GF Payroll Deduction Trust Fund from PERS Fund	6,000,000
Transfer to General Fund from Health State Aid Realignment Fund	2,643,280
Transfer to Paramedic Tax Fund from Measure FF - Public Safety Fund	757,925
Transfer to Berkeley Repertory Theater Debt Service Fund from CIP Fund	499,802
Transfer from CIP Fund to 2010 COP (Animal Shelter) Fund	402,613
Transfer to Equipment Replacement Fund from Capital Improvement Fund (CIP)	678,030
Transfer to Private Sewer Lateral Fund from Sewer Fund	90,501
Transfer to Catastrophic Loss Fund from Permit Service Center Fund	50,555
Transfer to Catastrophic Loss Fund from Unified Program (CUPA) Fund	5,082
Transfer to General Fund from Parking Meter Fund	1,042,288
Transfer to General Fund from Workers Compensation Fund	5,187,019
Transfer to General Fund from IT Cost Allocation Fund	6,466,414
Transfer to GF Payroll Deduction Trust Fund from Sick Leave Entitlement Fund	273,854
Transfer to First Source Fund from Parks Tax Fund	26,925
Transfer to First Source Fund from Capital Improvement Fund	26,925
Transfer to First Source Fund from Marina Fund	2,175
Transfer to Public Art Fund from Parks Tax Fund	68,119
Transfer to Public Art Fund from Capital Improvement Fund	141,357
Transfer to Public Art Fund from Marina Fund	3,806
Subtotal Transfers to Other Funds:	88,590,254
Sub-Total Dual Appropriations	96,270,619
Grand Total Dual Appropriations	**175,412,705**

EXHIBIT A

SUMMARY OF APPROPRIATIONS BY FUND

			2nd AAO			
ERMA Fund #	Fund	FY 2026 Revised #1	Unencumbered Carryovers	Other Adjustments	Total Amend.	FY 2026 Revised #2
11	General Fund Discretionary	360,191,643	-	-	-	360,191,643
13	GF - Payroll Deduction Trust	6,750,000	-	-	-	6,750,000
16	Measure U1 - Housing	14,898,717	-	(4,496,669)	(4,496,669)	10,402,048
17	Climate Equity Action	67,574	-	-	-	67,574
101	Library - Tax	29,891,544	-	-	-	29,891,544
102	Library - Trans Based	4,708,623	-	-	-	4,708,623
103	Library - Grants	99,884	-	-	-	99,884
104	Library - Friends & Gift	225,773	-	-	-	225,773
105	Library - Foundation	204,103	-	-	-	204,103
106	Asset Forefeiture	61,000	-	-	-	61,000
107	Special Tax Measure E	1,882,839	-	-	-	1,882,839
108	Workforce Investment	58,692	-	-	-	58,692
110	Sec 108 Loan Gty Asst.	1,183,612	-	-	-	1,183,612
111	Fund Raising Activities	56,019	-	6,000	6,000	62,019
113	Gilman Sports Field	504,669	-	75,000	75,000	579,669
115	Animal Shelter	192,849	-	-	-	192,849
116	Paramedic Tax	4,894,631	-	-	-	4,894,631
119	Domestic Violence Prev - Vit Stat	32,490	-	-	-	32,490
120	Affordable Housing Mitigation	28,704,015	-	-	-	28,704,015
121	Affordable Child Care	16,892	-	-	-	16,892
122	Inclusionary Housing Program	926,894	-	800	800	927,694
123	Condo Conversion	1,084,166	-	-	-	1,084,166
125	Playground Camp	5,030,667	-	1,923	1,923	5,032,590
126	State-Prop 172 Pub.Safety	1,956,638	-	-	-	1,956,638
127	State Transportation Tax	15,633,805	-	1,102,235	1,102,235	16,736,040
128	CDBG	4,728,666	-	-	-	4,728,666
129	Rental Housing Safety Program	2,835,062	-	-	-	2,835,062
130	Measure B - Local St & Road	2,245,450	-	-	-	2,245,450
131	Measure B - Bike & Pedestrian	165,754	-	-	-	165,754
132	Measure B - Paratransit	31,387	-	-	-	31,387
133	Measure F Alameda County VRF St & Rd	1,550,230	-	-	-	1,550,230
134	Measure BB - Local St & Road	22,752,386	-	-	-	22,752,386
135	Meaure BB - Bike & Pedestrian	2,633,212	-	-	-	2,633,212
136	Measure BB - Paratransit	1,366,768	-	-	-	1,366,768
137	One-Time Funding	868,238	-	4,554,000	4,554,000	5,422,238
138	Parks Tax	31,611,126	-	378,334	378,334	31,989,460
139	Streets and Open Space Improvement (SOSIP)	450,000	-	-	-	450,000
140	Measure GG - Fire Prep Tax	6,697,635	-	-	-	6,697,635
142	Streetlight Assesment District	4,694,382	-	-	-	4,694,382
143	Berkeley Bus Ec Dev	579,670	-	-	-	579,670
144	Citywide RLF	368,414	-	-	-	368,414
146	Employee Training	828,500	-	-	-	828,500
147	UC Settlement	7,654,842	-	-	-	7,654,842
148	Cultural Trust	3,329,193	-	-	-	3,329,193
149	Private Party Sidewalks	1,429,971	-	-	-	1,429,971
150	Public Art Fund	340,203	-	-	-	340,203
152	Vital & Health Statistics Trust Fund	31,292	-	-	-	31,292
154	PERS Savings	6,000,000	-	-	-	6,000,000
156	Hlth State Aid Realign Trust	6,894,776	-	-	-	6,894,776
157	Tobacco Cont.Trust	382,344	-	-	-	382,344
158	Mental Health State Aid Realign	6,412,810	-	250,000	250,000	6,662,810
159	Citizens Option Public Safety Trust	978,186	-	-	-	978,186
161	Alameda Cty Abandoned Vehicle Abatement	101,306	-	-	-	101,306
164	Measure FF - Public Safety	13,854,778	-	-	-	13,854,778
165	Fair Elections	664,752	-	-	-	664,752
166	Measure FF - Street Repair	975,000	-	341,761	341,761	1,316,761
301	Operating Grants - Federal	155,304	-	-	-	155,304
302	Operating Grants - State	14,189,604	-	-	-	14,189,604
305	Capital Grants - Federal	150,751	-	-	-	150,751
306	Capital Grants - State	4,615,096	-	150,000	150,000	4,765,096
307	Capital Grants - Local	10,206,169	-	-	-	10,206,169
309	OTS DUI Enforcement Education Prg.	389,321	-	-	-	389,321
310	HUD/Home	2,797,600	-	-	-	2,797,600
311	ESG	452,137	-	-	-	452,137
312	Health (General)	2,750,657	-	59,613	59,613	2,810,270
313	Target Case Management Linkages	1,606,318	-	-	-	1,606,318
315	Mental Health Service Act	14,191,735	-	-	-	14,191,735

EXHIBIT A

SUMMARY OF APPROPRIATIONS BY FUND

			2nd AAO			
ERMA Fund #	Fund	FY 2026 Revised #1	Unencumbered Carryovers	Other Adjustments	Total Amend.	FY 2026 Revised #2
316	Health (Short/Doyle)	7,577,044	-	-	-	7,577,044
317	EPSDT Expansion Proposal	669,282	-	-	-	669,282
318	Alcoholic Bev Ctr OTS/UC	76,237	-	-	-	76,237
319	Youth Lunch	59,736	-	-	-	59,736
320	Sr. Nutrition Title III	294,620	-	42,000	42,000	336,620
321	CFP Title X	120,790	-	35,000	35,000	155,790
324	BUSD Grant	216,959	-	-	-	216,959
325	Vector Control	495,519	-	-	-	495,519
326	Alameda County Grants	1,117,531	-	-	-	1,117,531
327	Senior Supportive Social Services	167,924	-	-	-	167,924
328	Family Care Support Program	176,687	-	-	-	176,687
329	CA Integrated Waste Management	10,474	-	12,359	12,359	22,833
331	Housing Mitigation	2,863,234	-	-	-	2,863,234
333	CALHOME	284,240	-	6,000	6,000	290,240
334	CSBG	302,058	-	95,174	95,174	397,231
336	One-Time Grant: No Cap Exp	14,158,993	1,326,997	1,688,120	3,015,117	17,174,110
339	MTC	890,038	-	-	-	890,038
340	FEMA	4,060,116	-	-	-	4,060,116
341	Alameda Cty Waste Mgt.	345,000	-	-	-	345,000
343	State Dept Conserv/Recylg	32,000	-	-	-	32,000
344	CalTRANS Grant	18,301	-	-	-	18,301
347	Shelter+Care HUD	7,338,025	-	-	-	7,338,025
348	Shelter+Care County	1,041,448	-	-	-	1,041,448
349	JAG Grant	60,759	-	-	-	60,759
350	Bioterrorism Grant	321,116	-	88,721	88,721	409,837
354	ARPA - Local Fiscal Recovery Fund	1,074,897	-	-	-	1,074,897
501	Capital Improvement Fund	36,735,818	-	240,000	240,000	36,975,818
502	Phone System Replacement	597,997	-	-	-	597,997
503	FUND$ Replacement	3,626,690	-	-	-	3,626,690
504	PEG-Public, Education & Government	267,210	-	-	-	267,210
506	Measure M - Street & Watershed Improvement	788,348	-	-	-	788,348
511	Measure T1 - Infra & Facil.	39,503,065	-	26,137	26,137	39,529,201
512	Measure O	63,166,516	-	-	-	63,166,516
514	Fire Admin Training Building	4,500,000	-	11,000,000	11,000,000	15,500,000
552	09 Measure FF Debt Service	1,330,513	-	-	-	1,330,513
553	2015 GORBS	2,043,981	-	-	-	2,043,981
554	2012 Lease Revenue Bonds BJPFA	499,849	-	-	-	499,849
555	2015 GORBS - 2002 G.O. Refunding Bonds	378,696	-	-	-	378,696
556	2015 GORBS (2007, Series A)	142,312	-	-	-	142,312
557	2015 GORBS (2008 Measure I)	479,416	-	-	-	479,416
558	2010 COP (Animal Shelter)	140,085	-	-	-	140,085
559	Measure M GO Street & Water Imps	1,639,250	-	-	-	1,639,250
560	Infrastucture & Facilities Measure T1	3,755,881	-	-	-	3,755,881
561	Measure O - Housing Bonds	4,600,873	-	-	-	4,600,873
601	Zero Waste	72,592,640	-	-	-	72,592,640
606	Marina - Coastal Conservancy	7,822,195	-	-	-	7,822,195
607	Marina - Department of Boating and Waterway	300	18,500	26,400	44,900	45,200
608	Marina Operation	9,022,292	-	334,400	334,400	9,356,692
611	Sewer	65,478,615	-	-	-	65,478,615
612	Private Sewer Lateral FD	80,849	-	-	-	80,849
616	Clean Storm Water	18,446,635	-	-	-	18,446,635
621	Permit Service Center	29,270,697	-	-	-	29,270,697
622	Unified Program (CUPA)	1,024,773	-	-	-	1,024,773
627	Off Street Parking	9,179,619	-	-	-	9,179,619
631	Parking Meter	10,571,538	-	-	-	10,571,538
636	Building Purchases and Management	3,953,673	-	-	-	3,953,673
671	Equipment Replacement	14,690,694	-	-	-	14,690,694
672	Equipment Maintenance	12,602,639	-	-	-	12,602,639
673	Building Maintenance Fund	6,017,798	-	-	-	6,017,798
674	Central Services	411,905	-	-	-	411,905
676	Workers Compensation	11,863,212	-	-	-	11,863,212
678	Public Liability	4,893,202	-	-	-	4,893,202
679	Catastrophic Loss	8,614,781	-	-	-	8,614,781
680	IT Cost Allocation	27,834,137	-	-	-	27,834,137
706	Police Medical Trust Fund	48,281	-	-	-	48,281
721	Retiree Medical Trust Fund - BHA	2,970	-	-	-	2,970
722	Retiree Medical Trust Fund - IBEW	3,842	-	-	-	3,842

EXHIBIT A

SUMMARY OF APPROPRIATIONS BY FUND

			2nd AAO			
ERMA Fund #	Fund	FY 2026 Revised #1	Unencumbered Carryovers	Other Adjustments	Total Amend.	FY 2026 Revised #2
723	Retiree Medical Trust Fund - Local 1	26,083	-	-	-	26,083
724	Retiree Medical Trust Fund - Z1 Mgmt.	4,042	-	-	-	4,042
725	Retiree Medical Trust Fund - Z2 To Z6	18,402	-	-	-	18,402
726	Retiree Medical Trust Fund - Local 535	40,512	-	-	-	40,512
727	Retiree Medical Trust Fund - Local 790	44,160	-	-	-	44,160
731	Police EE Retiree Health Ast Plan	7,466	-	-	-	7,466
736	Fire Medical Trust Fund	46,448	-	-	-	46,448
762	Successor Agency - Savo DSF	57,120	-	-	-	57,120
776	Thousand Oaks Underground	100,096	-	-	-	100,096
777	Measure H - School Tax	500,002	-	-	-	500,002
778	Measure Q - CFD#1 Dis. Fire Protect Bond	110,499	-	-	-	110,499
779	Spl Tax Bds. CFD#1 ML-ROOS	778,589	-	-	-	778,589
780	Sick Leave Entitlement	322,955	-	-	-	322,955
781	Berkeley Tourism BID	2,209,676	-	-	-	2,209,676
782	Elmwood Business Improvement District	59,951	-	-	-	59,951
783	Solano Ave BID	40,445	-	-	-	40,445
784	Telegraph Avenue Bus. Imp. District	898,909	-	-	-	898,909
785	North Shattuck BID	349,282	-	-	-	349,282
786	Downtown Berkeley Prop & Improv. District	1,599,725	-	-	-	1,599,725
801	Rent Board	9,779,177	-	-	-	9,779,177
	GROSS EXPENDITURE:	**1,203,609,112**	**1,345,497**	**16,017,307**	**17,362,804**	**1,220,971,916**
	Dual Appropriations	(95,327,591)	-	(943,028)	(943,028)	(96,270,619)
	Revolving & Internal Service Funds	(79,142,085)	-	-	-	(79,142,085)
	NET EXPENDITURE:	**1,029,139,436**	**1,345,497**	**15,074,279**	**16,419,776**	**1,045,559,212**

03

ORDINANCE NO. 8,011-N.S.

AMENDMENT TO BMC CHAPTER 2.100 TO SUBJECT PEPPER SPRAY TO THE APPROVAL AND REPORTING REQUIREMENTS OF THE POLICE EQUIPMENT ORDINANCE

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. Findings

A. On May 11, 2021, the City Council adopted Ordinance No. 7,760–N.S., the Police Equipment and Community Safety Ordinance, which included pepper spray as controlled equipment subject to local oversight and reporting.

B. On January 27, 2026, the City Council adopted the first reading of Ordinance No. 8,001–N.S., rescinding and replacing Ordinance No. 7,760–N.S. with the Police Equipment Ordinance, and during that meeting removed pepper spray from the additional categories of police equipment subject to local approval and reporting requirements listed in Section 2.100.040(A)(2). The second reading of the Ordinance was adopted on February 10, 2026.

C. On March 10, 2026, the City Council adopted Resolution No. 72,159–N.S., rescinding the 1997 pepper spray incident notification requirement while directing that the City Manager present an amendment to BMC Chapter 2.100 to the City Council to subject pepper spray to the approval and reporting requirements of the Police Equipment Ordinance, including the administration of first aid.

Section 2. That Berkeley Municipal Code Section 2.100.040 is amended to read as follows:

2.100.040 Additional City of Berkeley Standards.

(A) The following police equipment shall also be subject to the same approval processes and reporting requirements defined in Chapter 12.8 and herein:

(1) All specialized firearms and ammunition of less than .50 caliber, including assault weapons as defined in Sections 30510 and 30515 of the Penal Code.

(2) Batons 30 inches or longer in length.

(3) Pepper spray.

(B) In addition to reporting requirements of Government Code Section 7072, the annual report shall include:

(1) A summary of how the Police Equipment was used or deployed. "Deployment" shall mean any instance in which military equipment was pointed or aimed at an individual, or otherwise deployed, during an interaction. "Interaction" shall be defined as a situation in which an individual could reasonably believe the

deployment could be an attempt to gain compliance. "Deployment" shall not include the transport or wearing of military equipment.

(a) Batons 30 inches or longer in length shall only be deemed "deployed" when used for management or control of crowds.

(2) If applicable, a breakdown of where Controlled Equipment was used geographically by individual police area. For each police area, the Police Department shall report the number of days or instances in which Controlled Equipment was used and what percentage of those daily reported uses were authorized by warrant and by non-warrant forms of court authorization.

(3) Whether first aid was administered after a use of pepper spray.

(C) For purposes of this Ordinance, "Impact Statement" means a publicly released, written document that includes, at a minimum, all of the following:

(1) Description: A description of each type of Controlled Equipment, the quantity sought, its capabilities, expected lifespan, intended uses and effects, and how it works, including product descriptions from the manufacturer of the Controlled Equipment.

(2) Purpose: The specific purpose or purposes that each type of Controlled Equipment is intended to achieve.

(3) Fiscal Cost: The fiscal cost of each type of Controlled Equipment, including the initial costs of obtaining the equipment, the costs of each proposed use, the costs of potential adverse impacts, and the annual, ongoing costs of the equipment, including operating, training, transportation, storage, maintenance, and upgrade costs.

(4) Impact: An assessment specifically identifying any potential impacts that the use of Controlled Equipment might have on the welfare, safety, civil rights, and civil liberties of the public.

(5) Mitigations: Specific, affirmative technical and procedural measures that will be implemented to safeguard the public from such impacts.

(6) Alternatives: Alternative method or methods by which the Police Department can accomplish the purposes for which the Controlled Equipment is proposed to be used, and rationale for selection over alternative methods.

(7) Third Party Dependence: Whether use or maintenance of the Controlled Equipment will require the engagement of third party service providers. (Ord. 8001-NS § 4, 2026)

Section 3. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

At a regular meeting of the Council of the City of Berkeley held on May 19, 2026, this Ordinance was passed to print and ordered published by posting by the following vote:

Ayes: Bartlett, Blackaby, Humbert, Kesarwani, Lunaparra, O'Keefe, Taplin, Tregub, and Ishii.

Noes: None.

Absent: None.

04

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Eleanor Hollander, Economic Development Manager

Subject: Assessments: Telegraph Property Based Business Improvement District

RECOMMENDATION

Adopt a Resolution approving the Telegraph Property Based Business Improvement District (TBID) Annual Report of Fiscal Year (FY) 2026 and proposed FY 2027 budget and declaring Council's intention to levy an annual assessment for the TBID for FY 2027.

SUMMARY

The Telegraph Property Based Business Improvement District (TBID or "the District") provides cleaning, hospitality and marketing services for Berkeley's Telegraph Avenue commercial district. In May of 2017 the TBID was geographically expanded and renewed for a ten-year period, authorizing operations through December 31, 2027, and designating the Telegraph Property and Business Management Corporation (TPBMC) as the District's Owners' Association. Annually, Council must approve the TBID's annual report and proposed budget and declare its intention to levy an annual assessment.

The City of Berkeley owns one parcel (the Telegraph Channing Parking Garage at 2431 Channing Way) within the boundaries of the TBID and is required by state law to pay the associated assessments. The assessment payment will be $55,266 FY 2027; in addition, the City will pay the General Benefit portion of the TBID costs, or roughly $30,711. The City already makes an annual grant to TBID, through the Public Commons for Everyone Initiative (PCEI), which exceeds this general benefit amount, so there will be no new fiscal impacts related to funding the general benefit.

FISCAL IMPACTS OF RECOMMENDATION

Assessments levied in the Telegraph Property Based Business Improvement District (TBID or "the District") support a package of improvements and activities approved by the property owners and the City Council when the District was renewed for a ten-year period on May 2, 2017 (Resolution No. 67,940-N.S.). Assessment funds are collected by the Alameda County Assessor's Office, relayed to the City of Berkeley, and disbursed through a contract with the Telegraph Property and Business Management Corporation (TPBMC), a private owners' association that was established to implement

the Management District Plan. TPBMC has an active contract with the City, not to exceed $7,410,024 of TBID revenues, to implement the Telegraph Management District Plan for the period January 1, 2018 to December 31, 2027 (Contract No. 10835).

Collections from private parcel assessments (less the county's collection fee of 1.7%) are projected and budgeted at approximately $667,525 in FY 2027. Collections from tax exempt parcels (owned by the Regents of the University of California and the City of Berkeley) are projected and budgeted at approximately $199,169 in FY 2027. Annual and accrued private parcel assessment funds are deposited into Telegraph BID Fund 784-33-324-342-0000-000-000-412110 and expended from fund 784-21-208-251-0000-000-446-612990. An annual increase of up to 3% to account for inflation is allowed by the Management District Plan and must be approved by a majority of the TPBMC's Board of Directors. On April 14, 2026 the TPBMC board met and voted to raise assessments by 3% from the FY26 level due to a variety of factors including compensating for the modest increase in previous years. Project funds not spent in any given fiscal year are carried over into future years. TPBMC collects assessments directly from the University of California with no involvement from the City.

Under the provisions of Proposition 218 in the California Constitution, government agencies must pay assessments on properties they own in property-based BIDs, just like private property owners, unless they receive no benefit. Payment is collected from private property owners through property tax bills. Payments are due from non-property tax-paying entities concurrently. The City's assessment payment in FY 2027 would be $55,266 (increased by $1,610) from the FY2026 assessment of $53,656). The City's assessment is paid annually directly to the TPBMC through the Off-Street Parking Fund (627-54-622-665-3002-000-474-639990).

The City also pays for the "general benefit" portion of the TBID budget. "General benefits" represent that small portion of the overall benefits generated by a property-based business improvement district which are found to accrue to the general public who are not assessed and do not participate in the economic or social activities of the district. The engineer's report commissioned for the reestablishment of the TBID in 2017 calculated that the baseline general benefit for the district would be approximately $29,816 annually (adjusted for yearly assessment increases, if any). The City already makes annual grants to the TBID which far exceed this amount, so there will be no new fiscal impacts related to funding the general benefit.

By financing improvements, maintenance and welcoming activities for the City's campus-adjacent business district, the TBID indirectly enhances sales tax, business license tax and other business-related City revenue sources.

CURRENT SITUATION AND ITS EFFECTS

State legislation that authorizes the formation of property-based business improvement districts (BID) (*California Streets and Highways Code*, Sections 36600 et. seq.) requires that the BID governing body submit an Annual Report on operations and a budget

proposal to the City Council each year. The City Council may approve the report with a Resolution to reauthorize the annual assessments.

The Board of Directors of the Telegraph Property and Business Management Corporation (TPBMC), the non-profit that manages the TBID, met in a publicly noticed meeting on April 14, 2026 to review and approve the attached FY26 Annual Report for the TBID and Budget for FY 2027 (Exhibit A). The report includes a budget for improvements and activities for FY 2027 and an estimated cost for providing them. The report also recommends that the assessments for FY 2027 be levied on the same basis and method, and within the same boundaries, as they were levied for FY 2026, with a 3% increase (Exhibit B: Telegraph BID FY 2027 Assessment Roll). Council can adopt the recommended Resolution which will confirm the TBID assessment and thus enable continuous BID operations for another year.

BACKGROUND

The TBID is a benefit assessment district that provides cleaning, hospitality and marketing services for Berkeley's Telegraph Avenue commercial district. The TBID was created in 1998 pursuant to California's "Property and Business Improvement District Law of 1994" to provide needed improvements and activities to assessed property owners. Since the initial five-year term, the TBID has been renewed for a second five-year term in 2003, a ten-year term in 2008, and underwent an expansion and ten-year renewal in 2017. As such, the TBID is authorized through December 2027 unless action is taken to disestablish it.

In FY 2027, the District has budgeted $687,068 for the provision of "Clean, Safe, and Beautification" services. Communications and events, marketing, and related management and administration costs make up the balance of the expenses for a total of $341,466. The FY27 revenue of the TBID is budgeted for approximately $1,030,467 inclusive of taxable and non-taxable parcels, grants, maintenance contracts, and private donations, and net of the County 1.7% collection fee on private parcels (Exhibit A).

The Management District Plan that was adopted by Council in 2017 as part of the reestablishment of the District provides a framework and budget for the TBID's activities, assessment method, and illustrates the TBID boundary and benefit zones. The Management District Plan provides for services above and beyond those provided by the City of Berkeley. Under "The Right to Vote on Taxes Act" (also known as Proposition 218) all public agencies are required to pay the same assessments for public property that apply to private property. The City owns one property within the district, the Telegraph Channing parking garage at 2431 Channing Way. The FY27 assessment for that property will be $55,266 a $1,610 increase (approximately 3%) from the FY2026 assessment. The City's assessment is paid annually directly to the TPBMC through the Off-Street Parking Fund (627-54-622-665-3002-000-474-639990).

In FY 2027, the TBID will continue its ongoing “clean safe and beautification” activities, including ambassador services, graffiti removal, manual sidewalk cleaning and sidewalk pressure washing, gutter and storm drain cleaning, street sweeping, litter removal, enhanced landscaping and landscape maintenance, and small infrastructure improvements including place-making activities, seasonal promotions, and other special projects. The TBID will also continue its program of communications and community development activities to provide a unified voice to represent the best interests of the assessed parcels and fulfill a slate of stakeholder communications that support the District’s agenda to attract visitors. The TBID will also continue to liaison and coordinate with other business district organizations, including Visit Berkeley, the Chamber, and the Berkeley Business District Network (BBDN) members to promote local business and commercial development opportunities in Berkeley.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

By maintaining and enhancing the district, the TBID creates shopping opportunities for residents and visitors while encouraging alternative forms of transportation. Because the District is well served by public transportation and biking infrastructure, these services support environmental sustainability goals of encouraging alternative transportation choices.

RATIONALE FOR RECOMMENDATION

The Property and Business Improvement District Law of 1994 requires that the BID Board prepare an Annual Report for each fiscal year in which assessments are to be levied. Council action is required to approve the BID’s Annual Report and declare its intent to levy assessments. This private/public partnership will continue to provide significant resources for Telegraph area revitalization, which has had a positive effect on the physical and economic health of the district.

ALTERNATIVE ACTIONS CONSIDERED

The Board of the TBID considered a range between 1.5% and 3% increase in assessment rates but instead decided to opt for a 3% increase (the maximum allowable is 3%) to its existing assessment rate, in order to make adequate investments in expanded capacity of the Ambassador Program, deliver robust events, and increase marketing efforts to promote district businesses.

CONTACT PERSON

Vincent McCoy, Office of Economic Development, (510) 981-7403

Attachments:
1: Resolution Approving the Annual Report and Levy of Assessments for the Telegraph Property and Business Improvement District

- Exhibit A: Telegraph Property and Business Improvement District: Annual Report 2026 and Budget FY 2027
- Exhibit B: Telegraph Property and Business Improvement District FY2027 Assessments

RESOLUTION NO. ##,###-N.S.

APPROVING THE ANNUAL REPORT OF THE TELEGRAPH BUSINESS IMPROVEMENT DISTRICT FOR FISCAL YEAR 2026 AND DECLARING INTENT TO LEVY ASSESSMENTS FOR FISCAL YEAR 2027

WHEREAS, the Property and Business Improvement District Law of 1994 (California Streets and Highways Code section 36600 et Seq., hereafter the "Act") authorizes cities to fund property related improvements, maintenance and activities through the levy of assessments upon the real property that benefits from those assessments; and

WHEREAS, after ten years of successful operation, on May 2, 2017 the Berkeley City Council reestablished the Telegraph Business Improvement District (hereafter, "the District") for an additional ten-year period by Resolution No. 67,940-N.S.; and

WHEREAS, on April 14, 2026 the Board of Directors of the Telegraph BID adopted the *Annual Report to the City of Berkeley FY 2026* (hereafter "Annual Report") that describes the operations of the District in FY 2026, recommends services for FY 2027 and proposes a budget for FY 2027 (Exhibit A); and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that pursuant to provisions of Section 36600 et. seq. of the California Streets and Highways Code, the City Council approves the Annual Report (Exhibit A) and declares its intent to levy special assessments on property within the boundaries of the District for FY 2027.

BE IT FURTHER RESOLVED that that the boundaries of the District and the method and basis for the assessment remain the same as those set forth and approved in the Management District Plan that was adopted on May 2, 2017, when Council renewed the Telegraph BID through Resolution No. 67,940-N.S.

BE IT FURTHER RESOLVED that the improvements and activities to be provided are those described in the Management District Plan and the Annual Report.

BE IT FURTHER RESOLVED that the cost of providing the improvements and activities is as described in the budget that accompanies the Annual Report.

BE IT FURTHER RESOLVED that to finance these improvements and activities, the Annual Report and Budget includes a 3% increase to the assessment rate for FY 2027. Following adoption of this resolution, the City Council may confirm the Annual Report and levy assessments for FY2027 and confirm disbursement of TBID assessment revenue to the Telegraph Property and Business Management Corporation provided for in Contract No.10835.

Exhibits:
A: TBID Annual Report for FY 2026 and Proposed Budget for FY 2027
B: TBID Assessment Roll FY 2027

EXHIBIT A – FY26 Annual Report & FY27 Budget of the Telegraph Business Improvement District

The Telegraph Property and Business Improvement District (TBID), managed by the Telegraph Property and Business Management Corporation (TPBMC), was renewed for ten years by an affirmative vote of the property owners of the Telegraph commercial district by mail-in ballot in the spring of 2017. This vote was affirmed without protest by the City Council on May 2, 2017. This report is for the fiscal year (FY) starting July 1, 2025, and ending June 30, 2026 (FY26).

In accordance with 36650 (b) of the Streets and Highway Code for the State of California, the TPBMC affirms the following:

1. The TPBMC proposes no changes in TBID boundaries for the 2026-27 fiscal year (abbreviated "FY" and known as FY27).
2. The TPBMC will continue to provide the same services as have been outlined in the Management District Plan of September 21, 2016. These services include street and sidewalk cleaning and beautification, marketing and promotions, decoration, and maintenance of a district office.
3. The budget for FY 2027, approved by the TPBMC Board of Directors on April 14, 2026, provides for $1,028,534 in expenditures, $1,030,467 in revenues, and an estimated $1,933 of net revenue.
4. On April 14, 2026, the TPBMC Board of Directors approved a 3% assessment rate increase for FY 2027, as allowed in the Management District Plan.
5. In addition to assessments levied on real property, including the City-owned Telegraph Channing Garage, FY 2027 income will be derived from the following sources: (1) an annual contribution from University of California of $148,076; (2) a maintenance contract for the 24/7 public restroom from the City of Berkeley of $100,000 (3) PCEI (Public Commons for Everyone Initiative) grant funds from the City of Berkeley of $49,139; (4) the fiscal sponsorship fee of $1,500 from the Solano Business Improvement District; and other miscellaneous income.

EXHIBIT A – FY26 Annual Report & FY27 Budget of the Telegraph Business Improvement District

FY 2027 Budget of the Telegraph Property and Business Improvement District

Revenue	
Tax Assessments TBID Members	$671,287
Tax Assessments -COB Property	$55,266
Tax Assessment - UC Berkeley	$148,076
City of Berkeley - Maintenance Contract	$100,000
City of Berkeley - PCEI Grant	$49,139
City of Berkeley Events Contribution	$4,500
Solano BID Fiscal Sponsorship	$1,500
Misc. Income	$700
Total Revenue	**$1,030,467**
Expenses	
Administration	$274,166
Maintenance	$687068
Marketing	$26,300
Events	$41,000
Total Expenses	**$1,028,534**

The TBID maintains a Capital Improvements Fund used for the purchase, maintenance, and replacement of fixtures, art, and special projects in the public realm. Anticipated projects that will be supported by the fund in FY27 include peace symbol bike rack installations, public art restoration, a new gateway mural on Bancroft Way, and sidewalk planter improvements.

FY26 Accomplishments and FY27 Planned Activities

In 2025, the TBID began developing a new Strategic Plan for the district, working with a leading consulting firm in the place-management field. The initiative includes a comprehensive situational assessment and SWOT analysis of the district, followed by a planning and implementation process. The plan will guide the organization's strategic focus with renewed vision, goals, objectives, tactics, and measurable outcomes.

The following is a summary of the activities that the TBID undertook in Fiscal Year 2026 to further their strategic goals, and the planned activities for Fiscal Year 2027:

1. **Improve the pedestrian environment**

- Provided critical daily services for commercial and public waste bins, including litter and dumping clean up, collecting overflow, mitigating improper disposal, and rearranging bins that are knocked over or obstructing sidewalks and travel lanes.
- Worked with businesses and property owners to address visual blight and cleanliness issues from trash bins crowding the sidewalks.

- Enhanced merchant and visitor safety with dedicated prevention efforts and active incident response by Telegraph Ambassadors
- Maintained the annual holiday pole light decorations and year-round banner program. Decorated street trees along Telegraph with holiday lights from Nov. through January. Investing in new district-themed banners and pole light decorations for the 2026 holiday season.
- Worked with artists to address vandalism and restore additional public artworks. Partnering on new mural opportunities, including the Bancroft Gateway Mural project with the University of California.
- Coordinated with the City and developers to address accessibility and operational issues related to construction activities.
- Provided advice and guidance to community members navigating quality of life, crime, and public safety issues. Continuing to facilitate routine coordination between Telegraph Ambassadors and social and public safety services from the City and University.

2. Support businesses, non-profits, and residents within the District

- Facilitated the Bite of Berkeley program in partnership with UC Berkeley New Student Services. The program welcomed the class of 2029 as part of Golden Bear Orientation. The unique partnership gives incoming students a district tour and sponsors 7,500 meals at 18 participating restaurants.
- Provided customized social media support/consultation to merchants. Audited social media presence for business accounts, provided tutorials for tips and tricks to boost engagement, and contracted content creators for collaborations for businesses throughout the district.
- Built rapport with owners and managers from legacy businesses to newly opened shops. Facilitated business development opportunities from promotional partnerships to merchant initiatives.
- Maintained direct lines of communication with merchants and property owners to navigate safety concerns, connect with public services, and respond to concerns on a range of issues from permits, utility/infrastructure projects, maintenance requests, access constraints, and more.
- Provided routine assistance for the Village of Love Sacred Rest Drop-In Center through operational support, funding advocacy, and service coordination.
- Facilitated engagement between community members and the Berkeley Police Department to assist in incident response, problem solving, and crime prevention.

3. Make the District more accessible

- Championed critical investments in the Telegraph-Channing Garage to improve the visitor experience and coordinated with the City to mitigate impacts during construction.
- Sustained operations of the Telegraph-Channing 24/7 Public Restroom. Facilitated routine maintenance and daily janitorial services for the facility.
- Maintained attractive bike parking with 46 custom racks through the Peace Symbol bike rack program. Working with City staff and developers of new construction projects to add several new bike racks in the coming year.
- Worked to advance the Telegraph Plaza vision for the Dwight Triangle traffic median. Engaging with agency partners to complete the feasibility study of redirecting vehicle traffic. The project seeks to activate the area with the development of a public plaza that will serve as a core attraction in the district.
- Facilitated design feedback for the Telegraph Multimodal Corridor Project. Successfully advocated for the approval of improved pedestrian crossings, upgraded bicycle infrastructure, and bus transit enhancements, along with adequate employee and customer parking.

4. Improve the Telegraph brand through marketing, events, and promotions

- Grew the **Second Sundays** summer event series into four sponsored events in 2025 featuring 28 live music performers located at must-stop bus stops in the district, as well as free sponsored fun activities. Featured in-store specials and outdoor activities directed visitors to local businesses and created a vibrant, inviting atmosphere. We will be hosting four events in the summer of 2026 (FY27).
- Utilized and grew the Instagram account @TelegraphBerkeley as the core marketing platform for the district. We more than doubled our monthly views to 200K and peaked at 925K views in April 2026. The account consistently generates earned media and attracts content creators, boosting engagement and providing daily promotional support for businesses in the district.
- Managed a vibrant content creation program working with district partners and digital creators. Produced a year-round stream of original content that highlighted the district's businesses, attractions, events, and culture. The program generates substantial engagement and visibility for featured businesses and reaches a majority non-student-aged audience.
- Organized and sponsored the 6th annual Telegraph Boba Day celebration: an established tradition that has attracted boba tea enthusiasts from across the Bay Area. Coordinated in-

store promotions with 17 boba shops and participating businesses, which resulted in robust visitor engagement. The recurring event has established Telegraph Berkeley as the Boba Capital of the Bay Area and has significant district visibility and marketing reach.

- Invested in print and online ads, including Berkeleyside, FunCheap, Ike Smart City Kiosk, and routine sponsored social media content. Sponsoring visitor outreach content in the upcoming Visit Berkeley 2027-28 Destination Guide.
- Maintained and utilized the Telegraph Berkeley website for visitor outreach and public information. Planned upgrades will enhance the website's outreach and public information functions to attract visitors and keep stakeholders informed.

5. Better serve District stakeholders as a convener and advocate on issues

- Conducted routine engagement with local officials to generate support for district priorities. Advocacy supported funding for district programs and infrastructure, addressed public realm maintenance issues, improved pedestrian safety, and influenced new city policies.
- Promoted stakeholder awareness and engagement around public policy issues and local initiatives impacting the district. Provided routine representation at public meetings, elevating the district's role and stakeholder perspectives. Participation in local initiatives:

  i. Berkeley CareBridge Local Advisory Committee, Berkeley Night Council, UC Climate Action Plan CAG, Berkeley Event Producers Group, Vision Zero Coordinating Committee

- Represented the district in the local business community. Maintained active engagement as a member of the Berkeley Alliance of Business Organizations, Berkeley Business Development Network, and routine collaboration with the Downtown Berkeley Association, Berkeley Chamber, and Visit Berkeley.
- Participated in the International Downtown Association 2025 Annual Conference. Engaged with other place-management industry professionals on current affairs and topics, including marketing and communications, district branding, public plazas, and nightlife.
- Engaged with developers of new housing and mixed-use projects in the district to provide stakeholder feedback and advocacy for moving the projects forward.

EXHIBIT A – FY26 Annual Report & FY27 Budget of the Telegraph Business Improvement District

Telegraph Clean & Safe Ambassador Program

The single most significant element of the TBID's ongoing work is the Clean & Safe Ambassador Program, which is provided through a contract with Block by Block. In keeping with the Management District Plan, the program provides cleaning and hospitality services year-round, seven days a week, 240 hours per week. The program comprises roughly 65% of the TBID's annual budget. The TBID is pursuing opportunities to expand the program through direct service agreements and investments in capacity building.

Hospitality & Public Safety

The program plays a central role in supporting social service delivery and providing crisis response. By applying dedicated outreach and engagement strategies, the Telegraph Ambassadors have significantly improved the quality of life and generated a greater sense of safety.

Ambassadors provide active support and a highly visible presence during major events. The team monitors and maintains high-traffic corridors to promote a positive visitor experience. They field questions and respond to incidents, creating a more welcoming environment.

The program works collaboratively with UC Berkeley's Homeless Outreach Coordinator and City staff to address the needs of unhoused community members in the District. The Ambassadors are trained in de-escalation and conflict resolution strategies and respond to help unhoused community members, businesses, students, and local agencies to peacefully navigate conflicts and disruptive behaviors (often the result of substance abuse or a mental health crisis).

Ambassadors are trained in and positioned to employ Mental Health First Aid, NARCAN, and CPR. Coupled with their learned experience, the Ambassadors provide a unique and highly responsive level of support for individuals in crisis. Finally, the organization facilitates weekly coordination/case management meetings with local service agency staff and law enforcement, resulting in a more thoughtful and humane approach to problems involving the unhoused community.

Cleaning & Maintenance

In FY25-26, the Ambassador team exceeded cleaning and maintenance service-level goals with their routine services shown in the table below. Additional accomplishments include:

- Consistent efforts contributed to significant and sustained decreases in the instances of graffiti (31%), stickers/handbills (27%), and pet/human waste (25%) compared to the prior year.
- Provided regular care and maintenance of dozens of hanging basket planters and sidewalk planters.

EXHIBIT A – FY26 Annual Report & FY27 Budget of the Telegraph Business Improvement District

- Actively monitored sidewalks and public spaces for hazards, damaged infrastructure, and maintenance issues. Reported on and completed maintenance requests with several public agencies.
- Addressed dozens of pedestrian safety hazards from major debris, vegetation, and other obstructions.
- Performed sidewalk weed abatement and landscape maintenance district-wide through the Spring and early Summer.
- Refreshed paint on dozens of public fixtures, utility boxes, and light poles.

311 Requests	Graffiti Tags Removed	Handbills Removed	Hazardous Waste Clean-ups	Pressure Washing Hours	Trashcans Leveled	Lbs. of Trash Removed
264	3,171	7,749	1,468	655	1,110	122,335

Exhibit B:

Telegraph Business Improvment Districtct (TBID) FY2027 Assessments

APN	OWNER NAME	STREET NUMBER	STREET NAME	UNIT #	Tax Exempt	Utility	Private Parcel
055 188600300	2312 ELLSWORTH LLC	2312	ELLSWORTH ST				$ 1,057.80
055 187800300	2340 TELEGRAPH PROPERTY LLC	2328	TELEGRAPH AVE				$ 12,428.94
055 187601200	2369 TELEGRAPH LLC	2369	TELEGRAPH AVE				$ 1,887.30
055 188300500	2414 DANA ST L P	2414	DANA ST				$ 930.12
055 186801100	2415COLLEGE LLC	2415	COLLEGE AVE				$ 3,681.88
055 187800701	2425 DURANT AVENUE LLC	2425	DURANT AVE				$ 1,869.16
055 188101800	2442 HASTE STREET LLC	2442	HASTE ST				$ 2,262.76
055 184600101	2501 BENVENUE LLC	2501	BENVENUE AVE				$ 3,957.66
055 187504300	2503 HASTE STREET OWNER LLC	2429	TELEGRAPH AVE				$ 3,148.80
055 187504400	2503 HASTE STREET OWNER LLC	2509	HASTE ST				$ 787.20
055 187504500	2503 HASTE STREET OWNER LLC	2503	HASTE ST				$ 17,741.52
055 187503001	2506 HASTE STREET PARTNERS LLC	2506	HASTE ST				$ 2,153.76
055 187701100	2509 DURANT LLC	2347	TELEGRAPH AVE				$ 5,039.82
055 187701400	2522 BANCROFT WAY LLC	2522	BANCROFT WAY				$ 1,661.32
055 187602101	2538 DURANT LP	2538	DURANT AVE				$ 4,521.08
055 183902000	2539 TELEGRAPH LLC	2539	TELEGRAPH AVE				$ 15,235.20
055 183901901	2565 2589 TELEGRAPH BLAKE LLC	2587	TELEGRAPH AVE				$ 8,280.52
055 183700300	2588 TELEGRAPH AVENUE LLC	2590	TELEGRAPH AVE				$ 4,086.74
055 183603100	2616 TELEGRAPH AVENUE LLC	2616	TELEGRAPH AVE				$ 2,870.34
055 184600300	2644 BERKELEY LLC	2644	DWIGHT WAY				$ 3,051.66
055 183500901	2650 TELEGRAPH LP	2650	TELEGRAPH AVE				$ 5,799.58
055 187000800	2701 DURANT LP	2701	DURANT AVE				$ 2,663.98
055 188600100	820 MACARTHUR LLC	2300	ELLSWORTH ST				$ 1,568.44
055 183802300	A & A BERKELEY PARTNERS LLC	2501	DANA ST	2			$ 184.10
055 187602200	ALLEN HYE K & KIM JOE TR	2511	CHANNING WAY				$ 2,239.92
055 186901100	ALPHA BETA HALL	2345	COLLEGE AVE				$ 1,920.66
055 187100103	AMI LLC &	2680	BANCROFT WAY				$ 3,300.42
055 187100203	AMI LLC &	2310	COLLEGE AVE				$ 1,673.24
055 187102000	AMI LLC &	2680	BANCROFT WAY				$ 887.78
055 183503300	ANANTHARAM VENKATACHALAM	2628	TELEGRAPH AVE	502			$ 154.12
055 188200200	ANDREONI THOMAS L & STANTON KAREN J TRS	2440	DANA ST				$ 932.36
055 183600802	AVENUE T PROPERTY LLC	2614	TELEGRAPH AVE				$ 918.20
055 188303000	AYSOY SUKRAN TR	2406	DANA ST	A			$ 187.16
055 187800200	AYYAD FUAD & MUNA I	2312	TELEGRAPH AVE				$ 3,451.76
055 187000900	BALAJI EQUITY MANAGEMENT LLC	2319	COLLEGE AVE				$ 1,695.74
055 186801300	BEAR HAVEN LLC	2409	COLLEGE AVE				$ 2,600.34
055 188401500	BERKELEY ARCHITECTURAL HERITAGE ASSOCIATION	2318	DURANT AVE				$ 1,691.10
055 188500800	BERKELEY CANTERBURY FOUNDATION INC	2334	BANCROFT WAY				$ 1,616.40
055 188500201	BERKELEY CITY CLUB	2315	DURANT AVE				$ 1,614.14
055 188500202	BERKELEY CITY CLUB	2315	DURANT AVE				$ 9,610.44
055 187601302	BERKELEY MULTIFAMILY I PROPERTY OWNER LLC	2500	DURANT AVE				$ 11,631.50
055 187701300	BERKELEY MULTIFAMILY I PROPERTY OWNER LLC	2301	TELEGRAPH AVE				$ 13,320.18
055 183801300	BERKELEY MULTIFAMILY II PROPERTY OWNER LLC	2410	DWIGHT WAY				$ 1,514.98
055 187301400	BERKELEY MULTIFAMILY II PROPERTY OWNER LLC	2605	HASTE ST				$ 3,208.94
055 184302603	BERKELEY SCHOOL THEOLOGY	2511	HILLEGASS AVE				$ 7,319.88
055 183500700	BERKELEY TELEGRAPH LLC & 2640 TELEGRAPH AVE LLC	2640	TELEGRAPH AVE				$ 1,310.18
055 183502100	BOLT DIANNA	2628	TELEGRAPH AVE	203			$ 154.12
055 187001000	BREIT SH BERKELEY LLC	2700	BANCROFT WAY				$ 6,454.68
055 184002401	CALIF ANN CONF METH CH	2655	TELEGRAPH AVE				$ 9,184.68
055 187900400	CAMOU TELEGRAPH AVENUE PROPERTIES LLC	2386	TELEGRAPH AVE				$ 1,117.48
055 183502800	CHEN ZIXIN	2628	TELEGRAPH AVE	402			$ 154.12
055 188303200	CHIEN CHARLES & SHERI I	2406	DANA ST	C			$ 187.16
055 183802200	CHIN JACKSON & FAYE TRS	2501	DANA ST	1			$ 176.50
055 184200500	CHIU EDMUND S & BONNETTE S TRS	2532	DWIGHT WAY				$ 915.46
055 183900400	CHU FAMILY LLC	2517	TELEGRAPH AVE				$ 6,791.78
055 183502400	CHUANG PATRICK C & HSIUNG YINGSHENG	2628	TELEGRAPH AVE	303			$ 154.12
055 188200100	CHURCH IN BERKELEY	2430	DANA ST				$ 2,266.72
055 187900601	CITY OF BERKELEY	2431	CHANNING WAY		$ 55,265.98		
055 183901502	CLARA&SONIA LLC	2529	TELEGRAPH AVE				$ 2,919.36
055 188300100	COLLIER PAMELA & BATTI GREG TRS	2400	DANA ST				$ 787.78
055 187700100	CORE BERKELEY BANCROFT LLC	2590	BANCROFT WAY				$ 18,132.40

Exhibit B:

Telegraph Business Improvment Districtct (TBID) FY2027 Assessments

APN	OWNER NAME	STREET NUMBER	STREET NAME	UNIT #	Tax Exempt	Utility	Private Parcel
055 188000400	CREATIVE PROPERTY TELEGRAPH LLC	2426	TELEGRAPH AVE				$ 1,109.78
055 187900500	DABEL GREGORY J & KAREN L TRS & DABEL JEREMY ETAL	2392	TELEGRAPH AVE				$ 1,275.92
055 183802900	DAI GEORGE S. & LUNA Y TRS & DAI CORNELIA	2501	DANA ST	8			$ 220.20
055 184005200	DELENGOCKY TAYSON	2615	TELEGRAPH AVE	404			$ 147.36
055 187100300	DELTA DEUTERON BLDG ASN	2647	DURANT AVE				$ 2,354.26
055 186701300	DISANO JOSEPH R TR & DISANO JOSEPH R TR	2435	COLLEGE AVE				$ 1,272.52
055 184200100	DONG PING	2503	REGENT ST				$ 653.52
055 184200401	DOTP 2530 LLC	2526	DWIGHT WAY				$ 2,360.66
055 187800100	DOWNEY HUGH J IV TR & ROUSH VIRGINIA B TR	2310	TELEGRAPH AVE				$ 5,064.66
055 187700200	DOYLE ELAINE M TR	2310	BOWDITCH ST				$ 1,015.30
055 183502300	DU LIMING	2628	TELEGRAPH AVE	302			$ 154.12
055 187700900	DURANT PLACE	2517	DURANT AVE				$ 3,703.32
055 183801600	DWIGHT BLAKE APARTMENTS	2420	DWIGHT WAY				$ 1,135.10
055 184004300	ELA PROPERTIES LLC	2615	TELEGRAPH AVE	302			$ 141.42
055 188000501	ENT KENNETH E & GREGORY W TRS	2441	HASTE ST				$ 11,548.58
055 188000700	ENT KENNETH E & GREGORY W TRS	2435	HASTE ST				$ 1,115.14
055 183503200	EPSTEIN LYNN & BASSEIN SUSAN	2628	TELEGRAPH AVE	501			$ 154.12
055 187101300	ESLAMI AHMAD A	2311	BOWDITCH ST				$ 402.90
055 183802800	FENG SAMUEL & HUANG HSINYI C TRS	2501	DANA ST	7			$ 210.26
055 184600400	FERGUSON JAMES I & ARLENE M TRS	2646	DWIGHT WAY				$ 1,106.70
055 187401200	FIRST CHURCH CHRIST SCIENTIST	2619	DWIGHT WAY				$ 2,034.82
055 188001100	FIRST CHURCH FOUNDATION	2423	HASTE ST				$ 680.70
055 188400100	FIRST CONG CH OF BERK	2345	CHANNING WAY				$ 5,183.68
055 188401600	FIRST CONGREGATIONAL CHURCH OF BERKELEY	2326	DURANT AVE				$ 807.08
055 188401700	FIRST CONGREGATIONAL CHURCH OF BERKELEY	2330	DURANT AVE				$ 1,138.60
055 188401800	FIRST CONGREGATIONAL CHURCH OF BERKELEY	2334	DURANT AVE				$ 301.58
055 188001502	FIRST PRESBYTERIAN CHURCH OF BERKELEY	2407	DANA ST				$ 10,789.74
055 183500402	FITZER TIMOTHY A	2636	TELEGRAPH AVE				$ 1,606.56
055 187800400	FORTUNEWORLD INC	2439	DURANT AVE				$ 3,993.38
055 187601100	FUENTES TOMAS R TR	2375	TELEGRAPH AVE				$ 7,801.48
055 183503000	GAMPEL IRINA & YURY	2628	TELEGRAPH AVE	404			$ 154.12
055 187502500	GEE JEW Y TR	2509	DWIGHT WAY				$ 1,561.46
055 187502900	GILLMAN SCOTT C TR & GILLMAN LINDA ETAL	2455	TELEGRAPH AVE				$ 3,769.62
055 184003200	GIORDANO ARLENE A	2435	CARLETON ST				$ 1,433.10
055 183800201	GLENN BUILDING	2430	DWIGHT WAY				$ 13,452.00
055 184003800	GOFF EDWARD TR	2615	TELEGRAPH AVE	204			$ 97.16
055 183502000	GOLD BONNIE & PAYNE DAVID E TRS	2628	TELEGRAPH AVE	202			$ 154.12
055 187701003	GOODHUE NEIL B & DIANE C TRS	2513	DURANT AVE				$ 1,298.76
055 187701006	GOODHUE NEIL B & DIANE C TRS	2515-B	DURANT AVE				$ 2,010.22
055 183900102	GORDON JOHN K & MITCHELL JANIS L TRS & GORDON ETAL	2502	DWIGHT WAY				$ 2,869.68
055 183900303	GORDON JOHN K & MITCHELL JANIS L TRS & GORDON ETAL	2508	REGENT ST				$ 2,078.12
055 183901601	GORDON JOHN K & MITCHELL JANIS L TRS & GORDON ETAL	2513	TELEGRAPH AVE				$ 2,377.26
055 188100200	GORDON JOHN K & MITCHELL JANIS L TRS & RIPSTE ETAL	2470	TELEGRAPH AVE				$ 4,885.86
055 187700600	GROWERS PROPERTIES NO 52	2533	DURANT AVE				$ 5,116.96
055 188300200	GUERARD JACQUES H TR	2402	DANA ST				$ 749.00
055 184600500	HAKAM ALAEDDIN & FOUDEH SAEED TR	2504	COLLEGE AVE				$ 921.78
055 184004100	HAROUN ANSAR M & NASRA TRS	2615	TELEGRAPH AVE	207			$ 134.28
055 188200300	HASHEMI HOMAYOUN & GOVASHIRI HOMA TRS	2446	DANA ST				$ 958.24
055 183802600	HOANG VY T & LYNH T	2501	DANA ST	5			$ 227.16
055 188300600	HON HENRY D & SYLVIA TRS	2418	DANA ST				$ -
055 183802400	HONG JAMIE J & JIN ETAL	2501	DANA ST	3			$ 180.86
055 184003600	HSIA SAMSON & ALICIA TRS	2615	TELEGRAPH AVE	202			$ 141.42
055 184004700	HU HANG L & TYNG J	2615	TELEGRAPH AVE	306			$ 137.62
055 184004800	HU TYNG J & HANG L	2615	TELEGRAPH AVE	307			$ 134.28
055 183501900	HUANG ISABELLA	2628	TELEGRAPH AVE	201			$ 154.12
055 184004200	HUANG LI L	2615	TELEGRAPH AVE	301			$ 129.44
055 187701201	JANGMI LLC	2327	TELEGRAPH AVE				$ 2,495.70
055 187900100	KICK-AXE PROPERTIES	2350	TELEGRAPH AVE				$ 5,140.16
055 184004600	KPARTNERS LLC	2615	TELEGRAPH AVE	305			$ 151.90
055 187801900	KUANG DIANA Q ETAL	2456	BANCROFT WAY				$ 2,869.94

Exhibit B:

Telegraph Business Improvment Districtct (TBID) FY2027 Assessments

APN	OWNER NAME	STREET NUMBER	STREET NAME	UNIT #	Tax Exempt	Utility	Private Parcel
055 187700500	KURDYS DOUGLAS & SHAWVER LOIS TRS	2539	DURANT AVE				$ 3,207.00
055 184003900	KWOK VICTOR Y	2615	TELEGRAPH AVE	205			$ 151.90
055 187700700	LANDIS FAMILY LLC	2525	DURANT AVE				$ 5,636.40
055 187801000	LANDIS FAMILY LLC	2419	DURANT AVE				$ 2,722.44
055 187801200	LANDIS FAMILY LLC	2411	DURANT AVE				$ 1,193.56
055 184005300	LEUNG VELIA N	2615	TELEGRAPH AVE	101			$ 129.38
055 184005400	LEUNG VELIA N	2615	TELEGRAPH AVE	102			$ 92.50
055 188401300	LEWIS DEMITRIA M & PAULOS ANDRIANA E TRS	2310	DURANT AVE				$ 1,546.06
055 188100500	LI ZHAOYANG & WAN KE	2437	DWIGHT WAY				$ 2,638.00
055 184000101	LIEBERT BRUCE E TR & CARLYN M TR	2601	TELEGRAPH AVE				$ 1,468.86
055 183502900	LIM ING Y & KANWIT ELIZABETH D TRS	2628	TELEGRAPH AVE	403			$ 154.12
055 188100300	LIPPETT PETER E TR	2476	TELEGRAPH AVE				$ 4,010.02
055 183801700	LUNDIN JANE TR	2424	DWIGHT WAY				$ 1,079.86
055 183801800	LUNDIN JANE TR	2428	DWIGHT WAY	1-11			$ 1,100.96
055 188303100	MA KENNETH & JANICE L TRS	2406	DANA ST	B			$ 187.16
055 183800102	MAJIDI SHAHLA TR	2500	TELEGRAPH AVE				$ 6,263.34
055 184004500	MAKHIJANI MEENA S	2615	TELEGRAPH AVE	304			$ 97.16
055 188600200	MANDELA LLC	2306	ELLSWORTH ST				$ 1,814.40
055 187701902	MARK AT BERKELEY LLC	2580	BANCROFT WAY				$ 34,512.60
055 183802500	MASON ELIZABETH F & JAMES W ETAL	2501	DANA ST	4			$ 182.70
055 184005100	MAUS MARLON TR	2615	TELEGRAPH AVE	403			$ 177.78
055 183502600	MEYYAPPAN MURUGAPPAN & RAMANATHAN SIVAKAMI TRS	2628	TELEGRAPH AVE	305			$ 154.12
055 183801400	MGH MANAGEMENT LLC	2414	DWIGHT WAY				$ 1,092.14
055 187502700	MILANO PROPERTIES LTD LLC	2475	TELEGRAPH AVE				$ 1,430.38
055 186801400	MIN ROY & EDWARD ETAL	2700	CHANNING WAY				$ 658.34
055 187701601	MIOTTEL W J JR TR	2530	BANCROFT WAY				$ 10,039.92
055 183802700	MITINA SOFIA TR	2501	DANA ST	6			$ 228.18
055 186701400	NATEGHIAN FARAMARZ TRUST	2431	COLLEGE AVE				$ 1,076.26
055 184003700	NAVARROCACERES LILIANA	2615	TELEGRAPH AVE	203			$ 97.72
055 184200200	NCR PROPERTIES LLC	2524	DWIGHT WAY				$ -
055 183802100	P G & E CO 135-1-12-2	2540	TELEGRAPH AVE			$ 1,808.58	
055 187802400	PAIGE ROGER & NORMA TRS & HERBERT JOSEPH & CA ETAL	2415	DURANT AVE				$ 285.24
055 187802300	PAIGE ROGER & NORMA TRS ETAL	2415	DURANT AVE				$ 288.30
055 187802500	PAIGE ROGER & NORMA TRS ETAL	2417	DURANT AVE				$ 191.62
055 187802600	PAIGE ROGER & NORMA TRS ETAL	2417	DURANT AVE				$ 191.62
055 187502802	PELLEGRINO PASQUALE TR	2461	TELEGRAPH AVE				$ 2,583.62
055 187201100	RAAJ BERKELEY OWNER LLC	2613	CHANNING WAY				$ 865.42
055 187201300	RAAJ BERKELEY OWNER LLC	2323	BOWDITCH ST				$ 1,117.48
055 187201400	RAAJ BERKELEY OWNER LLC	2600	DURANT AVE				$ 21,319.98
055 188500900	RECTORS ETC OF ST MARKS	2300	BANCROFT WAY				$ 1,736.52
055 188501000	RECTORS ETC OF ST MARKS	2301	DURANT AVE				$ 6,795.34
055 187100600	REGENCY DURANT LLC	2637	DURANT AVE				$ 3,831.28
055 183902100	REGENT TERRACE LLC	2593	TELEGRAPH AVE				$ 10,149.80
055 187803000	REGENTS OF THE UNIVERSITY OF CALIFORNIA STILES HALL	2401	DURANT AVE		$ 3,121.72		
055 186901301	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2333	COLLEGE AVE		$ 7,979.24		
055 187101901	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2630	BANCROFT WAY		$ 20,530.16		
055 187202101	REGENTS OF THE UNIVERSITY OF CALIFORNIA		COLLEGE AVE		$ 9,981.72		
055 187300101	REGENTS OF THE UNIVERSITY OF CALIFORNIA		CHANNING WAY		$ 362.48		
055 187301500	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2411	BOWDITCH ST		$ 281.76		
055 187301600	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2409	BOWDITCH ST		$ 283.70		
055 187301700	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2405	BOWDITCH ST		$ 180.76		
055 187301800	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2550	CHANNING WAY		$ 76.92		
055 187301900	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2612	CHANNING WAY		$ 20,648.42		
055 187402301	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2612	HASTE ST		$ 15,046.96		
055 187500901	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2538	CHANNING WAY		$ 5,636.96		
055 187504001	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2556	HASTE ST		$ 7,918.14		
055 187600901	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2535	CHANNING WAY		$ 14,818.88		
055 187902203	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2436	DURANT AVE		$ 3,261.60		
055 188002103	REGENTS OF THE UNIVERSITY OF CALIFORNIA		HASTE ST		$ 444.00		

Exhibit B:

Telegraph Business Improvment Distritct (TBID) FY2027 Assessments

APN	OWNER NAME	STREET NUMBER	STREET NAME	UNIT #	Tax Exempt	Utility	Private Parcel
055 188002104	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2433	HASTE ST		$ 837.84		
055 188100700	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2427	DWIGHT WAY		$ 4,879.28		
055 188101701	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2400	HASTE ST		$ 1,563.04		
055 188601703	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2200	BANCROFT WAY		$ 4,834.00		
055 188602501	REGENTS OF THE UNIVERSITY OF CALIFORNIA	2214	BANCROFT WAY		$ 8,547.58		
055 187801800	REGENTS UNIVERSITY CALIFORNIA	2436	BANCROFT WAY		$ 1,471.44		
055 187802900	REGENTS OF THE UNIVERSITY OF CALIFORNIA STILES HALL	2400	BANCROFT WAY		$ 11,196.64		
055 186701200	ROMAN CATHOLIC WELFARE CORPORATION OF OAKLAND		DWIGHT WAY				$ 1,257.16
055 187201200	ROYSTON APARTMENTS LP	2601	CHANNING WAY				$ 3,608.96
055 187500600	RUE ELL ENTERPRISES INC	2411	TELEGRAPH AVE				$ 2,160.46
055 187601600	RUE ELL ENTERPRISES INC	2520	DURANT AVE				$ 4,013.74
055 187700800	RUE ELL ENTERPRISES INC	2519	DURANT AVE				$ 4,893.56
055 187800501	RUE ELL ENTERPRISES INC	2433	DURANT AVE				$ 9,165.06
055 187802200	RUE ELL ENTERPRISES INC	2480	BANCROFT WAY				$ 3,079.28
055 187900300	RUE ELL ENTERPRISES INC	2380	TELEGRAPH AVE				$ 1,117.48
055 183802000	RUEELL ENTERPRISES INC	2434	DWIGHT WAY				$ 1,606.68
055 187601901	RUEELL ENTERPRISES INC	2534	DURANT AVE				$ 4,811.36
055 187802100	RUEELL ENTERPRISES INC	2470	BANCROFT WAY				$ 4,811.58
055 187601500	RUEGG & ELLSWORTH	2516	DURANT AVE				$ 9,234.10
055 187602300	RUEGG & ELLSWORTH	2510	DURANT AVE				$ 4,159.50
055 187601700	RUEGG & ELLSWORTH LLC	2526	DURANT AVE				$ 10,054.42
055 187100401	RUSHTON RICHARD P & WITT S R & LAVELLE P ETAL TRS	2639	DURANT AVE				$ 1,230.76
055 187500700	SARACHAN KENNETH	2409	TELEGRAPH AVE				$ 6,625.40
055 187900200	SARACHAN KENNETH	2360	TELEGRAPH AVE				$ 3,953.40
055 188100100	SARACHAN KENNETH & BROWN LAURIE	2464	TELEGRAPH AVE				$ 4,475.12
055 184200600	SATELLITE AFFORDABLE HOUSING ASSOCIATES	2500	HILLEGASS AVE				$ 1,969.92
055 183502500	SHARMA VINEET & SHUCHI	2628	TELEGRAPH AVE	304			$ 154.12
055 188401400	SHI ZHOUZHENG & LI JIA TRS	2312	DURANT AVE				$ 998.78
055 183803000	SHYR JURIYAN & HOU DANIEL	2501	DANA ST	9			$ 227.72
055 188000100	SPECTRUM TELEGRAPH COMMONS LLC & POINT V APPL ETAL	2486	CHANNING WAY				$ 7,061.70
055 187700300	ST JOSEPH ARIM FOUND	2316	BOWDITCH ST				$ 1,705.28
055 187700400	ST JOSEPH ARIM FOUND	2543	DURANT AVE				$ 783.70
055 184005000	SU VINCENT P & INGRID ETAL	2615	TELEGRAPH AVE	402			$ 141.42
055 187502400	SUM YUN C & NGAN C TRS	2511	DWIGHT WAY				$ 5,433.42
055 183502200	SUN CHII YUN & KAREN K	2628	TELEGRAPH AVE	301			$ 154.12
055 184004900	SUNKU RAVINDRA & ROOPA R ETAL	2615	TELEGRAPH AVE	401			$ 170.64
055 183501800	TAM RICHARD W & ZHANG TAO T ETAL	2628	TELEGRAPH AVE	1			$ 203.02
055 188002201	TAYLOR SPRINGS MANAGEMENT LLC	2414	TELEGRAPH AVE				$ 9,951.88
055 183700100	TELEGRAPH BLAKE ST LLC	2556	TELEGRAPH AVE				$ 10,430.78
055 187502600	TELEGRAPH PARTNERS LLC	2499	TELEGRAPH AVE				$ 2,465.90
055 183900500	TELEGRAPH REGENT LLC	2512	REGENT ST				$ 3,712.76
055 187500800	THELMA & LOUISE NO 2 LLC	2508	CHANNING WAY				$ 12,283.70
055 188101200	TOWN & GOWN CLUB	2401	DWIGHT WAY				$ 1,529.58
055 187600100	TREVOR JAMES II	2328	BOWDITCH ST				$ 1,837.64
055 188500102	TRINITY UNITED METHODIST CHURCH OF BERKELEY	2362	BANCROFT WAY				$ 1,452.72
055 188500104	TRINITY UNITED METHODIST CHURCH OF BERKELEY	2362	BANCROFT WAY				$ 5,528.30
055 187101200	TRUST BENEFIT CHRISTIAN SCIENCE ORGANIZATION UC BE	2601	DURANT AVE				$ 783.96
055 188401200	TWENTY THREE HUNDRED DURANT PARTNERSHIP	2300	DURANT AVE				$ 2,433.12
055 186801000	UNIVERSITY LUTHERAN CHAPEL OF BERKELEY CALIF	2425	COLLEGE AVE				$ 802.26
055 187101501	UNIVERSITY Y W C A	2600	BANCROFT WAY				$ 2,829.62
055 187801700	VALHAUS LP	2430	BANCROFT WAY				$ 4,030.38
055 183801500	VALUES INC INVESTMENT CO	2418	DWIGHT WAY				$ 1,865.44
055 187401300	VEDANTA SOCIETY BERKELEY	2455	BOWDITCH ST				$ 1,078.18
055 188600400	VERO PROPERTIES LLC	2241	DURANT AVE				$ 1,845.02
055 188100400	VIRGINIA COLLEGE ASSOCIATES LP	2482	TELEGRAPH AVE				$ 7,519.64
055 183502700	WANG HAOLIN	2628	TELEGRAPH AVE	401			$ 154.12
055 188300400	WEN WILLIAM K TR	2410	DANA ST				$ 988.02
055 188500103	WESLEY HOUSE BERKELEY LLC	2398	BANCROFT WAY				$ 2,822.84
055 184003500	WHANG WILLIAM W & ALICE J TRS	2615	TELEGRAPH AVE	201			$ 129.44

Exhibit B:

Telegraph Business Improvment Districtct (TBID) FY2027 Assessments

APN	OWNER NAME	STREET NUMBER	STREET NAME	UNIT #	Tax Exempt	Utility	Private Parcel
055 183600603	WONG FRANKLIN C & WONG HENRY F TR ETAL	2600	TELEGRAPH AVE				$ 1,848.44
055 184600200	WU SEN T & SUE H & CHUANG MARIE W TRS	2640	DWIGHT WAY				$ 2,294.32
055 183503100	XIA JING	2628	TELEGRAPH AVE	405			$ 154.12
055 187101100	YEE DAVID	2605	DURANT AVE				$ 1,091.12
055 184004000	YU JULIA & YU JEAN J TR	2615	TELEGRAPH AVE	206			$ 137.62
055 187802000	ZENGS BERKELEY LLC	2462	BANCROFT WAY				$ 5,067.14
055 184004400	ZHANG YINGQUN & WANG NAIRU	2615	TELEGRAPH AVE	303			$ 97.72
055 183700200	ZION PROPERTIES LLC	2566	TELEGRAPH AVE	D			$ 4,000.58
		Totals	**247**		**$199,169.22**	**$1,808.58**	**$677,260.98**
			Parcels		24	1	222

	Tax Exempt	Private Parcels & Utility
Total Count of Parcels: **247**	24	223
County Fee @1.7% (on Private & Utility Parcels):		$11,544.183
Net Assessment Revenue (Private & Utility Parcels):		$667,525.377
Total Assessment Revenue:		**$ 866,694.60**

Note: Data for APN, Owner, and Land Use from the City's Land Management System is current as of April 30, 2026.
Updated data from Alameda County including APN, Owners and Land Use will be available on July 1, 2026.

05

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Eleanor Hollander, Economic Development Manager

Subject: Assessments: Berkeley Tourism Business Improvement District

RECOMMENDATION

Adopt a Resolution approving the Annual Planning Report and preliminary budget for Fiscal Year 2027 (FY27) for the Berkeley Tourism Business Improvement District (BTBID) as recommended by the BTBID Owners' Association.

FISCAL IMPACTS OF RECOMMENDATION

The BTBID levies an annual assessment of three percent (3%) of gross short-term room rental revenue for lodging establishments. Annual assessment funds will be deposited and expended from the Tourism BID Fund. Based on City of Berkeley proposed budget revenue projections in Transient Occupancy Tax (TOT) collections for FY 2027 (shared in April 2026), the BTBID is budgeted to receive $2,298,135 in funding for FY 2027. Annual assessment funds will be deposited into Tourism BID Fund 781-21-208-251-0000-000-000-412110 and expended from fund 781-21-208-251-0000-000-446-636110.

Both parties understand that the actual amount may change in the coming months, reflecting the ever-evolving state of the Berkeley economy and local, regional, and national tourism trends. The City retains a fee equal to one percent (1%) of the amount of assessment collected to cover its costs of collection and administration associated with the Tourism BID. The exact amount of any FY 2026 BTBID fund balance will only be known with certainty in August 2026. This is because the City collects BTBID assessments on a monthly basis along with Transient Occupancy Taxes (TOT). As a result, the finance department will only know the receipts for June 2026 after those assessments are collected at the beginning of July 2026. If revenues come in higher than anticipated, the Office of Economic Development will determine the amount and make a one-time "true up" payment for FY2026 during FY 2027. The appropriation of these additional funds will be included as a one-time "true up" payment with the amount articulated and authorized in the First Amendment to the FY 2027 Annual Appropriations Ordinance (November 2026).

CURRENT SITUATION AND ITS EFFECTS

The Berkeley Convention and Visitors Bureau, known as Visit Berkeley, has an active contract (Contract No. 32600062, Authorized by Resolution No. 71,751–N.S.) with the City to implement the Management District Plan for the Tourism Business Improvement District to support tourism marketing and promotion. The contract with Visit Berkeley (the BTBID's Owners' Association) is for an amount not to exceed total BTBID collections for the term of the existing BTBID, beginning on July 1, 2025 and concluding on June 30, 2035 to pass through the collected Tourism BID funds to the BTBID Owners' Association to implement the BTBID Management District Plan (adopted in 2025).

Under the Property and Business Improvement District Law of 1994 (California Streets and Highways Code section 36600 et.seq.) the City Council may approve an Annual Planning Report prepared by the Tourism Business Improvement District Owners' Association with a proposed budget for the next year. Accordingly, at its April board meeting, the BTBID Owners Association voted to approve the Tourism BID's Annual Planning Report and budget for BTBID's Fiscal Year 2027. Council can now adopt the recommended resolution which will confirm the Tourism BID assessment and thus enable continuous BID operations for another year.

The Management District Plan was adopted by Council in 2025 as part of the reestablishment of the Tourism Business Improvement District; the plan provides a framework and budget for the Tourism BID's activities. In FY 2027, the Tourism BID will continue to work with local hotel managers and hospitality industry leaders, the City of Berkeley, and other relevant tourism industry stakeholders to do strategic destination marketing and sales work that drives visitors to Berkeley's lodging establishments and supports Berkeley's hospitality industry. Additionally, the Tourism BID will continue to develop digital marketing and promotions utilizing the power of Visit Berkeley's website and social media strengths to push positive messaging to the visitor, event planners, and industry meeting planners. Visit Berkeley will continue to develop and manage constructive relationships with local, regional and statewide marketing and hospitality partners to create local overnight room demand and to ensure the organization has the resources and support needed to successfully execute the BTBID mission.

BACKGROUND

The Berkeley Tourism Business Improvement District includes all lodging businesses with five (5) rooms or more, available for public occupancy within the boundaries of the City of Berkeley. The City is responsible for collecting the assessment on a monthly basis from each lodging business with five (5) rooms or more located in the District boundaries. The City forwards the assessments to Visit Berkeley, which has the responsibility of managing Tourism Business Improvement District (BID) programs as provided in the Management District Plan.

The Berkeley Tourism BID was first established for a period of five years on September

18, 2012 to raise revenues to finance marketing and sales promotions, increase tourism, and promote Berkeley hotels as tourist, meeting, and event destinations. The Berkeley Municipal Code was amended on November 27, 2012 to modify its definition of room rent so that BTBID assessments passed through to guests are exempt from the Transient Occupancy Tax (TOT) which is also applied to room rent. A portion of TOT revenue also funds the Berkeley Convention and Visitors Bureau, but under a separate contract. On April 25, 2017, Council approved Resolution No. 67,926-N.S. reestablishing the Tourism BID starting on July 1, 2017 for an additional 10 years, expiring in 2027. In 2024, Visit Berkeley transitioned leadership, and through direction of the Board, spearheaded the early renewal and modification of the BTBID. On June 24, 2025, City Council adopted the renewal and modification of the Berkeley Tourism Business Improvement District for an additional ten (10) year term to increase a dedicated revenue source devoted to marketing and promoting specific hotel-serving activities, beginning July 1, 2025 through June 30, 2035 (FY26-FY36).

The Tourism BID is authorized through June 30, 2035 unless action is taken to disestablish it. In 2025, council adopted Resolution No. 71,751–N.S. authorizing the City Manager to execute a contract (Contract No. 32600062) and any necessary amendments with Visit Berkeley, the BTBID's Owners' Association and the City of Berkeley's Convention and Visitor's Bureau, for an amount not to exceed total Tourism BID collections for the term of the renewed BTBID, beginning on July 1, 2025 and concluding on June 30, 2035, so the city may pass through the collected assessments to the owners' association efficiently.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

The BTBID works to promote the Bay Area Green Business certification program with Berkeley's hotel owners, thereby encouraging the local lodging industry to take actions to meet environmental sustainability objectives.

RATIONALE FOR RECOMMENDATION

The State Property and Business Improvement District Law of 1994 requires that the City Council accept an annual report from the Owners' Association for each fiscal year in which assessments are to be levied. The report shall include any proposed changes in the boundaries of the district, the activities proposed for the year, and an estimate of the cost for providing them. Council action is required to approve the Tourism BID's Annual Report. This will, in turn, confirm disbursement of Tourism BID assessment revenue to Visit Berkeley. This private/public partnership generates significant resources for the City, indirectly enhancing sales tax, business license tax, and directly enhancing other business-related City revenue sources such as transit occupancy tax.

ALTERNATIVE ACTIONS CONSIDERED

None.

CONTACT PERSON
Elizabeth Redman Cleveland, Office of Economic Development, (510) 981-7532

Attachments:
1: Resolution: Annual Planning Report and Proposed Budget Tourism BID
Exhibit A: Annual Planning Report FY2026 and Proposed FY 2027 Budget of the Berkeley Tourism Business Improvement District

RESOLUTION NO. ##,###-N.S.

APPROVING THE 2026 ANNUAL REPORT AND PROPOSED FY 2027 BUDGET OF THE BERKELEY TOURISM BUSINESS IMPROVEMENT DISTRICT

WHEREAS, Property and Business Improvement District Law of 1994 (California Streets and Highways Code section 36600 et.seq.) authorizes cities to establish business improvement districts for the purpose of imposing assessments on businesses for certain purposes; and

WHEREAS, on June 24, 2025, the Berkeley City Council re-established such a district known as the Berkeley Tourism Business Improvement District (the "District"); and

WHEREAS, the City Council designated the Berkeley Tourism Business Improvement District Owners' Association (Owners' Association) to oversee the activities of the District; and

WHEREAS, the Owners' Association has submitted an Annual Report to the Berkeley City Council that outlines the activities of the District proposed for fiscal year (FY) 2027 and a budget for providing them, as required by the California Streets and Highways Code Section 36650; and

WHEREAS, the Annual Planning Report is clear and complete and found to comply with the interests of the District assesses; and

WHEREAS, the Annual Planning Report proposes no changes to rates, boundaries or services to the Business Improvement District.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Council of the City of Berkeley hereby approves the Berkeley Tourism Business Improvement District Annual Planning Report budget for FY2027 (Exhibit A) as submitted to the City Clerk by the Berkeley Tourism Business Improvement District Owners' Association.

Exhibit A: Berkeley Tourism Business Improvement District (BTBID) Marketing Plan
FY2026 Annual Planning Report and FY 27 Budget

District Name: This report is for the Berkeley Tourism Business Improvement District

Fiscal Year of Report: This report applies to FY 2026 (July 1, 2025 – June 30, 2026) and proposes a budget and plan for FY2027 (July 1, 2026 – June 30, 2027).

Background: The Berkeley TBID is a benefit assessment district created in 2012 by a group of hoteliers to fund marketing and promotional efforts for Berkeley lodging businesses. The first 5-year agreement with the City of Berkeley was from November 1, 2012, through October 31, 2017. On November 18, 2014, the Berkeley City Council approved the transition of the BTBID to a fiscal year contract cycle effective 2015- 16. On April 25, 2017, City Council adopted the renewal of the Berkeley Tourism Business Improvement District for a ten (10) year term to maintain a revenue source devoted to marketing and promoting specific hotel-serving activities, beginning July 1, 2017, through June 30, 2027 (FYs18-27). In 2024 Visit Berkeley transitioned leadership, and through direction of the Board, spearheaded the early renewal and modification of the BTBID. On June 24, 2025, City Council adopted the renewal and modification of the Berkeley Tourism Business Improvement District for a ten (10) year term to increase a dedicated revenue source devoted to marketing and promoting specific hotel-serving activities, beginning July 1, 2025 through June 30, 2035 (FY26-FY36).

Boundaries: The Berkeley TBID includes all hotels with five or more rooms, existing and in the future, available for public occupancy within the boundaries of the City of Berkeley (Appendix II). The boundary includes approximately 18 hotel businesses (Appendix III). There are no proposed changes to the boundaries for fiscal year 2027.

Improvements and Activities for FY2027: This planning report is provided for informational purposes. Actual projects are subject to approval by the BTBID Committee and the Visit Berkeley board. Below are the improvements and activities planned for fiscal year 2027. The ideas presented below are subject to change during the course of the year depending on circumstances and availability of funds. The estimated budget is $2,298,135.00 (Appendix I).

Market Summary Report: Comparing past fiscal years the City of Berkeley lodging industry has experienced steady growth YoY. Hotel occupancy was averaging 71.5% in Annual Year 2025. Average Daily Rates (ADR) is are showing $189.62 in Annual Year 2025 compared to $185.02 in Annual Year 2024. Meeting, events and leisure marketing have seen growth in Berkeley, in 2025, Berkeley outperformed neighboring cities, ranking first in occupancy and second in ADR, behind only San Francisco. It was one of just two markets to record growth in demand, occupancy, and revenue, reflecting a strong and balanced hospitality market.

Visit Berkeley is strengthening its relationship with UC Berkeley, with increased partnership throughout multiple offices and departments including the Office of the Chancellor, Event Services, Residential Student Services Programs, and Cal Athletics. Visit Berkeley will

continue to build partnerships and outreach to all departments encouraging utilization of Berkeley hotels and event space as their preferred choice for conferences and visitors.

Visit Berkeley will partner with local Business Improvement Districts (BIDs), the City of Berkeley's Office of Economic Development (OED) and Chamber of Commerce by supporting their events with social media campaigns targeting Berkeley residents and attracting local and regional visitors to Berkeley.

We anticipate TOT revenues to increase as we see both a resurgence in positive sentiment towards the San Francisco Bay Area from visitors, and an increase in marketing alignment with Visit California and their international offices, focusing on Mexico, Japan, Korea, and Australia. Visit Berkeley has increased our marketing efforts to target Corporate, Association, and SMERF meeting planners, and increased our international efforts for inbound travel, as well as individual Leisure travelers.

FY 2027 PROPOSED BUDGET ALLOCATION

1) SALES AND MARKETING (99%)

Sales and Marketing shall be 99% of the assessment that is estimated to be $2,298,135.00 for FY27.

1. OVERALL DESTINATION MARKETING STRATEGY

Strategy: Work with Stakeholders, City of Berkeley, and Community Leaders to develop strategies and initiatives to support the hospitality businesses citywide.

a. **Lodging:** develop multiple campaigns to increase occupancy, increase meeting/conference outreach, host familiarization or FAM Trips, and attend Trade Shows. (17% increase in Tradeshows in 2025)

b. **Restaurants/Libations:** Build on the success of Berkeley Restaurant Week (3% increase in restaurants who participated in 2025) and Berkeley Bucks programs.

c. **Arts & Culture Venues:** maintain a robust events calendar onVisitBerkeley.com, promote venues on our website and on IKE Kiosks. Partner with Office of Economic Development with marketing support for Arts Grants recipient and other community partners.

d. **Merchant and Commercial Districts:** meet regularly with BIDs to support their events through our website and IKE kiosks.

2. DEVELOP INTERNAL MARKETING STRATEGIES

Strategy: Develop digital marketing and promotions utilizing the power of Visit Berkeley's website and social media strengths to push positive messaging to the visitor and meetings industry.

a. **Website:** maintain a robust website that promotes all tourism and meeting related businesses.

Partner Development: work with tourism marketing partners to create visitor packages and campaigns.

Outdoor Adventure: promote outdoor activities, such as district shopping, parks, outdoor dining, and special events.

Digital and In-Person Familiarization Tours ("fam" tours) and Meetings: Maintain contact with meeting planners and content creators with individual and group meetings, selectively host in-person fam tours and introduce hotel promotions and packages.

3. LOCAL, REGIONAL AND STATEWIDE MARKETING OUTREACH

Strategy: Create, develop, and manage positive relationships with local, regional, and statewide marketing and hospitality partners to create overnight room demand and to ensure Visit Berkeley has the resources and support needed to successfully execute the BTBID mission.

a. **Local:** maintain and build positive relationships with UC Berkeley, Cal Athletics, Chancellor's office, and other local businesses that produce lodging overnight stays and conferences

b. **Regional:** (9 Bay Area Counties) strategize opportunities to attract leisure and family visitations to patronize Berkeley's merchant districts, attractions, and outdoor activities

c. **Statewide: l**everage our ongoing relationships with Visit California and Oakland San Francisco Bay International Airport to participate in cooperative programs and marketing opportunities to attract Regional and Statewide visitation to Berkeley

2)CITY COLLECTION COSTS (1%) The City of Berkeley shall be paid a fee equal to 1% of the amount of assessment collected to cover its costs of collection and administration. The estimated costs for fiscal year 2027 are $22,981.35**.**

TOTAL ESTIMATE OF COSTS FOR FY 2027 (100%) A breakdown of the total estimated $2,298,135.00 budget for fiscal year 2027 is attached to this report as Appendix I: Total Estimated Costs and Revenue for the Berkeley Tourism Business Improvement District (BTBID) Fiscal Year 2027 (July 1, 2026, to June 30, 2027).

Method and Basis of Assessment: The annual assessment rate is one percent (3%) of gross short term (stays less than 30 days) room rental revenue for hotels. Based on the benefit received, assessments will not be collected: on stays of more than thirty (30) consecutive days; on stays by any officer or employee of government who is exempt by express provisions of federal international treaty; or on stays by any customer of a bed and breakfast establishment as defined in Section 23F.94.010 of the Berkeley Municipal Code, which is located in a residential zoning district, has been in consistent operation as of January 1, 2003, and the continued operation of which is permitted under Chapter 23C.06 of the Berkeley Municipal Code. (See Appendix II: Map of the Berkeley Tourism Business Improvement District (BTBID)).

Amount of Surplus/Deficit from previous Fiscal Year: The BTBID assessment was originally estimated to bring in approximately $2,298,135.00 in revenues in FY27. Berkeley TOT has experienced an increase in revenues in FY25 but Visit Berkeley does expect a corresponding surplus in revenues from FY26 to be generated (though the final amount will not be known until the first quarter of FY27) in any case, any surplus revenues will be carried forward for use in FY27.

Number of Contributions from other sources: There are no plans to apply for funding from other sources. Thank you for the opportunity to present our Annual Planning Report. If you have any questions regarding this report, please contact Jeffrey Church, President/CEO of Visit Berkeley at (510) 549-7040 / Cell# (408) 623-5678.

Appendix I: *Total Estimated Costs and Revenue for the Berkeley Tourism Business Improvement District (BTBID) Fiscal Year 2027 (July 1, 2026, to June 30, 2027)*

Revenues

2026-27 Assessments (FY27)	$2,298,135.00
2025-26 Carryover (FY26)	TBD
Total Estimated Revenues	$2,298,135.00

Expenditures

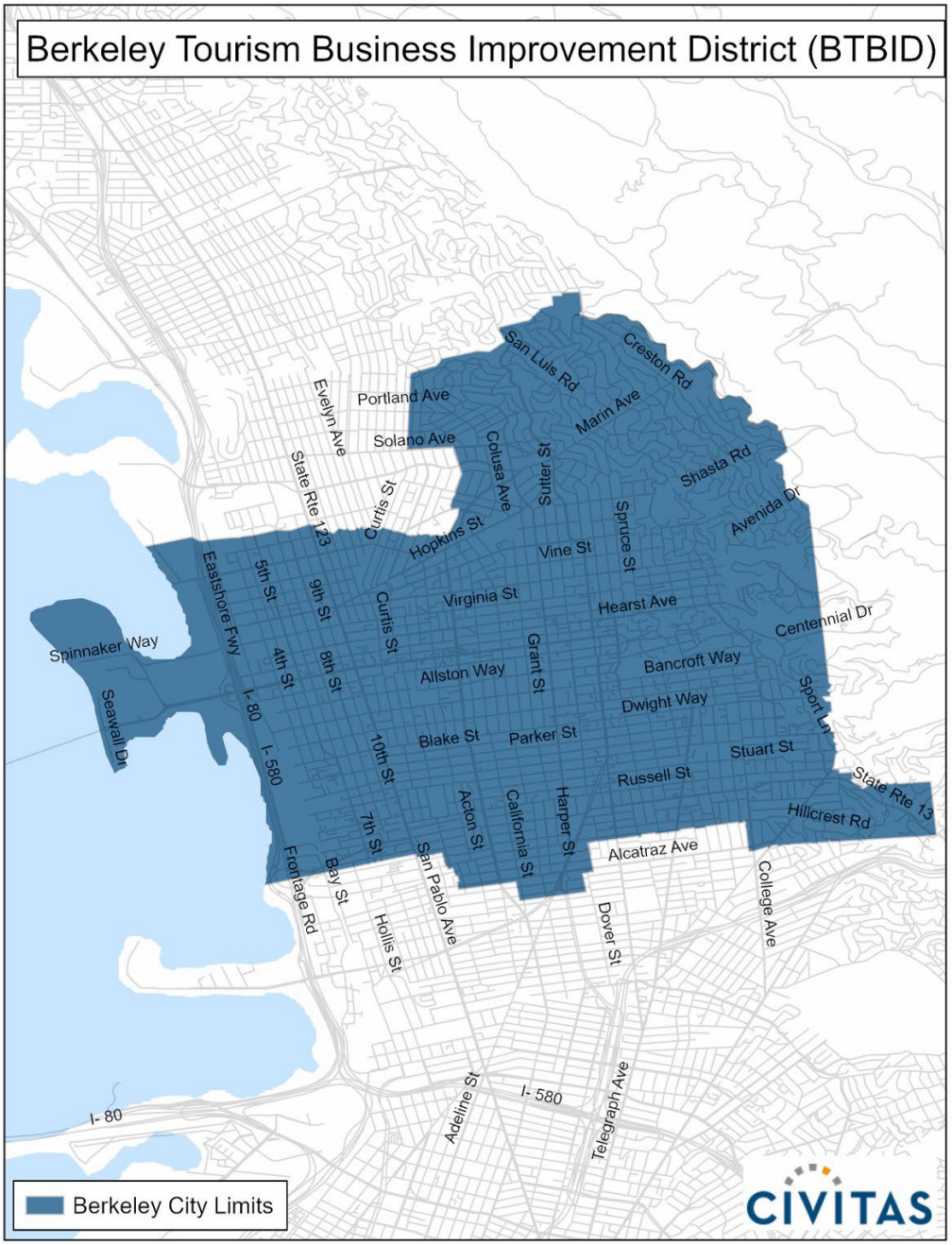
Sales & Marketing	$2,298,135.00
City of Berkeley Collection Costs (1%)	$22,981.35
2025-26 Carryover (estimated, FY26)	TBD
Total Estimated Expenditures	$2,321,116.36
Total FY27 BTBID Budget	**$2,298,135.00**

Appendix II

The BTBID will continue to include all lodging businesses, existing and in the future, with five (5) rooms or more, available for public occupancy within the boundaries of the City of Berkeley (City), as shown in the map below.

Lodging business may include, but is not limited to, any hotel, inn, tourist home or house, motel, studio hotel, bachelor hotel, or other similar structure or portion thereof.

A complete listing of assessed lodging businesses within the renewed BTBID can be found in Appendix III.



Source: BTBID Management District Plan 2025

APPENDIX III – ASSESSED BUSINESSES

Assessed Berkeley Tourism BID Contributors, lodgings with 5 or more rooms, as of: March 2025

Business Name	Site Address	City, State	ZIP
Aiden by Best Western	1499 University Ave.	Berkeley, CA	94702
Bancroft Hotel	2680 Bancroft Way	Berkeley, CA	94704
Berkeley City Club	2315 Durant Ave.	Berkeley, CA	94704
Berkeley Travelodge (Sather Hotel by Wyndham Berkeley)	1820 University Ave.	Berkeley, CA	94703
Doubletree Berkeley Marina	200 Marina Blvd.	Berkeley, CA	94710
Downtown Berkeley Inn	2001 Bancroft Way	Berkeley, CA	94704
Graduate Berkeley	2600 Durant Ave.	Berkeley, CA	94704
Holiday Inn Express	1175 University Ave.	Berkeley, CA	94702
Hotel Shattuck Plaza	2086 Allston Way	Berkeley, CA	94704
Howard Johnson Hotel	1512 University Ave.	Berkeley, CA	94702
Marina Inn	975 University Ave.	Berkeley, CA	94710
Nash Hotel	2045 University Ave.	Berkeley, CA	94704
Prima Donna Hotels Inc., dba Sens Hotel & Bistro Berkeley	1540 Shattuck Ave.	Berkeley, CA	94709
Residence Inn	2121 Center St.	Berkeley, CA	94704
Rose Garden Inn	2740 Telegraph Ave.	Berkeley, CA	94705
University Inn	920 University Ave.	Berkeley, CA	94710
Urban Adamah	1151 Sixth St.	Berkeley, CA	94710
Vista Inn & Suites, dba Quality Inn	1761 University Ave.	Berkeley, CA	94703
YMCA of the East Bay	2001 Allston Way	Berkeley, CA	94704

Source: BTBID Management District Plan 2005

06

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Eleanor Hollander, Economic Development Manager

Subject: Assessments: North Shattuck Property Based Business Improvement District

RECOMMENDATION

Adopt a Resolution approving the North Shattuck Property Based Business Improvement District (NSBID) Annual Report of Fiscal Year (FY) 2026 and proposed budget for FY 2027 and declaring Council's intention to levy an annual assessment for the NSBID for FY 2027.

FISCAL IMPACTS OF RECOMMENDATION

Assessments levied in the North Shattuck Business Improvement District (NSBID) support a package of improvements and activities approved by the property owners and the City Council when the District was renewed for a ten-year period on June 16, 2020 (Resolution No. 69,454–N.S.). Assessment funds are collected by Alameda County, relayed to the City of Berkeley, and disbursed through a contract with the North Shattuck Association (NSA), a private owners' association that was established to implement the NSBID's Management District Plan.

In June of 2020, the City Council authorized the City Manager to execute a contract and any amendments with the North Shattuck Association, not to exceed $2,652,778 of BID revenues, to implement the North Shattuck Management District Plan for the period July 1, 2020 to June 30, 2031 (Contract No. 32100055). The contract covers the years remaining in the current term of the NSBID establishment.

NSBID assessments are projected and budgeted at approximately $248,903 in FY 2027. Assessment funds are deposited into NSBID Fund 785-21-208-251-0000-000-000-412110 and expended from fund number 785-21-208-251-0000-000-446-636110. The NSBID's adopted Management District plan allows for an annual 5% assessment increase for inflation, and the majority of the North Shattuck Association's Board of Directors met on February 19, 2026 and determined a four percent (4%) increase was warranted in FY27. Project funds not spent in any given fiscal year are carried over into future years. The final NSBID annual report for FY26 and budget for FY27 was approved at the NSA's April 16, 2026 board meeting.

By financing improvements, maintenance and marketing activities for the North Shattuck business district, the NSBID indirectly enhances sales tax, business license tax and other business-related City revenue sources. No City-owned properties have been or will be assessed in the NSBID.

CURRENT SITUATION AND ITS EFFECTS

State legislation that authorizes formation of property-based BIDs (*California Streets and Highways Code*, Sections 36600 et. seq.) requires that the BID governing body submit an Annual Report on operations and a budget proposal to the City Council each year. The City Council may approve the report with a Resolution to reauthorize the annual assessments.

The Board of Directors of the NSA met in a publicly noticed meeting on April 16, 2026 to review and approve the attached Annual Report for the NSBID for FY 2026 (Exhibit A). The report includes a budget for improvements and activities for FY 2027 and an estimated cost for providing them. The report also recommends that the assessments for FY 2027 be levied on the same basis and method, and within the same boundaries, as they were levied for FY 2026 *with* the allowable annual 4% fee increase. See Exhibit B: North Shattuck BID FY27 Assessment Roll. Council can adopt the recommended resolution which will confirm the NSBID assessment, thus enabling continuous BID operations in the North Shattuck district for another year.

BACKGROUND

The NSBID was first established by Resolution of the Berkeley City Council in 2001 (Resolution No. 61,168-N.S.) to implement a Management District Plan that had been developed by a steering committee of merchants and property owners. In accordance with the Management District Plan adopted in Resolution No. 61,168-N.S., the NSBID had a lifetime of ten years, expiring in 2011. On May 3, 2011, Council approved Resolution No. 65,265-N.S. reestablishing the NSBID for 10 more years, ending in Fiscal Year 2021. Further, on June 16, 2020, Council approved Resolution No. 69,454–N.S. reestablishing the NSBID for an additional 10 years (starting in FY21). Thus, the NSBID is authorized through FY 2031 unless action is taken to dis-establish it.

The NSBID finances special improvement, maintenance and marketing activities that benefit commercial properties and businesses in the North Shattuck District. NSBID activities are performed above and beyond baseline services provided by the City. The Management District Plan for the North Shattuck BID was adopted by Council in 2020 as part of the reestablishment of the District and provides a framework for the NSBID’s activities.

In FY 2027, the NSBID will continue its ongoing services including District maintenance, public improvements, holiday lighting, and marketing/promotional activities. The NSBID will continue to provide cleaning and outreach services in the public right of way. Events and activities promoting the District will continue throughout the year, including winter holiday promotions and other seasonal events. Regular arts and events newsletters will be shared, and ongoing marketing efforts

will continue via the North Shattuck Association (NSA) website and other social media. The NSBID will also continue to liaise and coordinate with other business district organizations, Visit Berkeley, the Chamber of Commerce, and the Berkeley Business District Network (BBDN) to promote local business and economic development opportunities in Berkeley.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

By maintaining and enhancing the District, the NSA creates shopping opportunities for residents and visitors alike while encouraging alternative forms of transportation. Because the District is well served by public transportation and biking infrastructure, these services support environmental sustainability goals of encouraging alternative transportation choices.

RATIONALE FOR RECOMMENDATION

Property and Business Improvement District Law of 1994 requires that the BID Board prepare an Annual Report for each fiscal year in which assessments are to be levied. Council action is required to approve the BID's Annual Report and declare its intent to levy assessments. This private/public partnership generates significant resources for revitalization of the North Shattuck District has a positive effect on the physical and economic health of the City of Berkeley.

ALTERNATIVE ACTIONS CONSIDERED

The Board of the NSBID considered opting for the full allowable 5% increase in assessment rates but instead decided to increase the assessment by 4%, to keep up with the pace of inflation but also stay mindful of cost burdens on property owners.

CONTACT PERSON

Vincent McCoy, Office of Economic Development, (510) 981-7043

Attachments:

1: Resolution: Confirm Annual Report and Levy Annual Assessment
- Exhibit A: NSBID Report for FY 2026 and Proposed Budget for FY 2027
- Exhibit B: North Shattuck BID FY 2027 Assessment Roll

RESOLUTION NO. ##,###-N.S.

APPROVING THE ANNUAL REPORT OF THE NORTH SHATTUCK BUSINESS IMPROVEMENT DISTRICT FOR FISCAL YEAR 2026 AND DECLARING INTENT TO LEVY ASSESSMENTS FOR FISCAL YEAR 2027

WHEREAS, the Property and Business Improvement District Law of 1994 as amended (California Streets and Highways Code Section 36600 et. seq.) authorizes cities, with the consent of property owners, to fund property-related improvements, maintenance and activities through the levy of assessments upon the real property that benefit from the improvements, maintenance and activities; and

WHEREAS, after ten years of successful operation, on June 16, 2020 the Berkeley City Council reestablished the North Shattuck Business Improvement District (hereafter, "the District") for an additional ten-year period by Resolution No. 69,454-N.S.; and

WHEREAS, on April 16, 2026 the Board of Directors of the North Shattuck BID adopted the *Annual Report to the City of Berkeley FY 2026* (hereafter "Annual Report") that describes the operations of the District in FY 2026, recommends services for FY 2027 and proposes a budget for FY 2027 (Exhibit A).

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that pursuant to provisions of Section 36600 et. seq. of the California Streets and Highways Code, the City Council approves the Annual Report of the North Shattuck Association (Exhibit A) and declares its intent to levy special assessments on property within the boundaries of the District for FY 2027 (Exhibit B).

BE IT FURTHER RESOLVED that that the boundaries of the District and the method and basis for the assessment remain the same as those set forth and approved in the Management District Plan (Plan) that was adopted on June 16, 2020, when Council renewed the North Shattuck BID through Resolution No. 69,454-N.S.

BE IT FURTHER RESOLVED that the improvements and activities to be provided are those described in the Plan and the Annual Report.

BE IT FURTHER RESOLVED that the cost of providing the improvements and activities is as described in the budget that accompanies the Annual Report.

BE IT FURTHER RESOLVED that the Assessment Rate for FY 2027 shall increase 4% from the rates established in FY 2026 (an increase of 5% is allowed annually by the District Management Plan). Following adoption of this resolution, the City Council may confirm the Annual Report and levy assessments for FY 2027 and confirm disbursement of NSBID assessment revenue to the North Shattuck Association provided for in Contract No.32100055, authorized in Resolution No. 69,455–N.S. (2020).

Exhibit:
A: North Shattuck Annual Report for FY 2026 and Proposed Budget for FY 2027
B: NSBID Assessment Roll FY 2027

NORTH SHATTUCK ASSOCIATION

ANNUAL REPORT TO
THE CITY OF BERKELEY
FISCAL YEAR 2026

INTRODUCTION

The North Shattuck Business Improvement District (NSBID) was reestablished for a new 10-year period by the Berkeley City Council on June 16, 2020 (Resolution No. 69,454-N.S.) under provisions of the State of California Property and Business Improvement District Law of 1994. The NSBID was formed in 2001, renewed in 2011 and again in 2020 to implement a Management District Plan developed and revised in 2020 to address the specific needs of the District and which sets forth the projected activities of the NSBID and the allocation of BID assessment revenues to each activity.

The renewed North Shattuck BID consists of 54 parcels along Shattuck between Rose and Delaware, and also one block of Vine east of Shattuck Ave. The assessments fund special benefits within the District, enhancing the North Shattuck area's streetscape environment with infrastructure improvements, ongoing maintenance, and special events to new customers and visitors, increasing business sales, and attract and retain businesses.

The NSBID is managed by the non-profit North Shattuck Association, whose Board of district business and property owners and Executive Director coordinate implementation of the Management Plan. The Property and Business Improvement District Law of 1994 requires that the owners' association that is responsible for administering a BID prepare an annual report for each fiscal year for which assessments are to be levied.

This report reviews Fiscal Year 2026 operations, and states goals and objectives for Fiscal Year 2026 of the NSBID, which begins July 1, 2026, and ends June 30, 2027. This report includes the improvements and activities for the year, an estimate of the

cost of the improvements and activities, the amount of any surplus or deficit revenue to be carried over from the previous fiscal year and the amount of any contributions from other sources are named in the annual report and budget. There are no proposed changes in the boundaries of the district, however there is a 4% increase in the assessment basis approved by the board on February 19, 2026.

FY 2026 Annual Report and FY27 Budget

Summary of FY26 Budget

The budget for Fiscal Year 2026 included BID assessments which resulted in new revenue of **$225,761,** and **carryforwards of $30,000 from** FY 2025, which added to new revenue resulted in a FY 2026 budget **of $251,761**. The following table shows the Budget Allocations by category and percentages as well as the estimated expenditures to the end of the fiscal year on June 30, 2026. Total expenditures for the year are estimated to be **$289,921** with any remaining funds to carry forward in each category to FY 2027.

NORTH SHATTUCK ASSOCIATION Service/Expense Category	*Allowable % of Annual Budget*	*Carry Forward from Fiscal Year 2025 (Actual)*	*Fiscal Year 2026 Assessment Revenue*	*Fiscal Year 2026 Expenditures (Estimated to 6/30/26 including Carryforward)*
Maintenance/Civil Sidewalks	40%	$12,000	$90,304	$138,500
District Identity & Placemaking	25%	$7,500	$56,441	$67,100
Program Management	30%	$9,000	$67,728	$71,730
Contingency	5%	$1,500	$11,288	$12,591
Subtotal Budget	100%	$30,000	$225,761	$289,921

ACCOMPLISHMENTS

During Fiscal Year 2026, the North Shattuck Association continued implementation of the activities and services outlined in the Management District Plan under a renewed annual contract between the City of Berkeley and the North Shattuck Association (NSA). Activities of the district are organized into Administration/ Program Management, District Identity and Placemaking, and Maintenance/Civil Sidewalks. Accomplishments in each area are summarized below.

Administration/Program Management

- The Executive Director held regular meetings of the Board of Directors and General Association meetings available to merchants, property owners, City staff and elected officials, held regularly during the year, in person and via Zoom, to further the goals and objectives of the Association, focusing on business assistance, resumption of special events, and addressing safety and maintenance concerns in the district.

- Business and property owners were provided regular technical assistance available through various agencies, public and private to assist with improving safety, infrastructure improvements including road and sidewalk repair, and marketing. A comprehensive stakeholder survey, designed to gather both measurable priorities and thoughtful input about the future of North Shattuck was distributed to all merchants and will be used to set priorities for the coming year.

- The Association coordinated meetings of merchants, property owners, BPD, and the City's Homeless outreach and mental health teams to address safety and security issues at various locations in the District.

- The Association Board voted to reallocate funds to upgrade the Safety Ambassador Program for the district for an additional 12 months incorporating trained security professionals and adding a 24/7 agent response feature, and overnight patrols, while continuing on-street hospitality and coordination on city maintenance and safety issues.

- The Association worked with the Berkeley Business District Network (BBDN) to address and provide input on citywide issues. The group also advocated for public safety through the implementation of camera systems in commercial areas and expansion of the Mental Health Outreach Teams.

- The Association coordinated with the Berkeley Chamber and Visit Berkeley on citywide events and marketing programs including Restaurant Week, the Berkeley Holidays campaign, the Berkeley Bucks program, and the City's "Discovered in Berkeley" series.

- The Executive Director worked with the Ecology Center on the Farmers Market Thursday operations, vendors, and marketing, and attended Community Advisory meetings to plan for more music and activities in the market area.

- The Association maintained an inventory of all businesses and vacant retail and office space in the district and provided updates to the City's Office of Economic Development. This year, several new establishments opened in the district including Chez Bar, Hopscotch Chicken, Nagoya Sushi, Alden's Place and TNT Strength. Expansions are planned at Cheeseboard and Roast & Toast. Construction is nearing completion on 7-story mixed-use development at the former Shell gas station at Francisco St. and Shattuck and The Poulet property has plans for a mixed-use development including a relocation to the new building for Going Places Travel. Closures included Gorilla Cafe.

- The Association continues to engage Lockehouse (real estate firm) now representing the listing for the Bank of America site and parking lot regarding the attraction of the highest and best use. The NSA is working with the City of Berkeley to determine what zoning accommodations can be made on this site.

- The Association met with City of Berkeley Planning Department staff and City Councilmembers to prepare for their upzoning outreach and community engagement with the hope of bringing the highest and best use to the BofA and CVS sites in North Shattuck.

- The Association won a second round of funding from the UC Berkeley Chancellor's Grant and secured a Goldman School Capstone project to conduct an inventory streetscape features and research processes to introduce a capital improvement project for improving traffic conditions to make the district more walkable, enhance the streetscape with public art, and improve economic activity.

- The Association continued a partnership with Alameda County Stop Waste to introduce reusable foodware to district restaurants.

Civil Sidewalks/Maintenance

- The Association continued funding for cleaning and regular maintenance for sidewalks, public spaces, and public property including sidewalk and gutter sweeping, weeding of tree wells, graffiti abatement and maintenance of the newly replanted landscaped ceramic planters throughout the district, adding two additional service days per week.
- The Executive Director coordinated with the City of Berkeley and Berkeley Police Department to address maintenance issues including street tree replacements, sidewalk steam cleaning and repair, trash receptacle maintenance, etc. as well as street behavior and vandalism, trespassing and illegal dumping issues on private property and sleeping during the day in the public right of way. Merchants were informed of available services and appropriate numbers for reporting incidents and requesting assistance for mental health issues.
- The Safety Ambassador Program for the district adding trained security professionals, 24/7 agent response, and overnight patrols to provide a welcoming presence for tenants, visitors, shoppers, and employees, to be additional "Eyes and Ears" for local community and law enforcement and develop and maintain active relationships with City Officials, Beat Officers, Fire Department and Public Works Department to assist in the intervention and prevention of crime.
- The Association installed the annual holiday lighting for the entire length of the district for the winter holiday season in the sidewalk street trees as well as in median tree locations with electricity access. The lighting provides ambience as well as security and pedestrian lighting in the darker winter evenings. The Association is researching ways to maintain the streetlighting throughout the year.

District Identity/Placemaking

- District marketing includes the monthly e-newsletter with updates on business operations and hours, specials, events and classes, regular social media posts and boosts for businesses and special events as well as print and digital ads on local media and in the Berkeley Visitors Guide to promote the district. The Association website has been updated to reflect current businesses in the online directory with the weekly Farmers' Market, monthly art openings, wine tasting, cooking and yoga classes.

- The Association coordinated with the Chamber, Visit Berkeley and the City on the Berkeley Holidays, Berkeley Bucks, Restaurant Week, and Discovered in Berkeley campaigns, promoting business participation, programs and offerings through our social media outlets, and participated in Shop Local social media campaigns promoting support for independently-owned businesses.

- The Association coordinated with Visit Berkeley to support the Berkeley Guide and showcase North Shattuck as a destination commercial district.

- The Vine Street Block Party was held on July 8, 2025, from 11-6 pm. The event included vendors from North Shattuck area shops and live music on a small stage. Thanks to a City of Berkeley Cultural Arts Grant the event was accessible for all, kid friendly, and supported Berkeley performers and artisans like The Jazz Odyssey Trio, Los Bahianatos, West Coast Sidecar and dancer Indigo Present.

- The Executive Director worked with the Ecology Center to organize ongoing community events for the North Berkeley Farmers Market with live music from the Berkeley High Jazz Band and other local acts, sustainable beer and wine, an Ecology Center pop-up shop and program booths, kid's art projects and an Association marketing table with business information and giveaways.

- The Association funded a Halloween Trick-or-Treat event on October 30, 2025, involving approximately 20 participating businesses and farmers' market vendors, live music, and kids' arts, crafts, and games.

- The Holidays were celebrated with festive events held throughout December.

The Joy Village Bazaar started things off on December 13, 2025 with a free holiday craft and community event at the former Books Inc. The Annual Saul's Latke Party ran from December 13-22 and brought Hanukkah fun as did the ACCI Holiday Art Fair. The events were complemented by a North Shattuck Holiday Shopping Guide spotlighting businesses throughout the district.

- A new banner program has been installed with an inspired outdoor gallery featuring all Berkeley based artists' works running the length of Shattuck Avenue from Delaware Street to Rose Street, accompanied by a webpage profiling the "Outdoor Gallery" with artist bios and district features, drawing foot traffic to the district.
- The Executive Director is a member of the Berkeley Nightlife Council working to organize improved economic activity and offering more opportunities to showcase Berkeley arts and culture.
- The North Shattuck District was selected to be one of the initial pilot districts for Berkeley Entertainment Zones. The NSA will work to define and model best practices for activating the small business corridor as the guidelines are shaped and the programing begins in FY2027.

BUDGET - FISCAL YEAR 2027

Work Plan

The North Shattuck Association will continue implementation of the activities initiated in previous fiscal years and in accordance with the Management District Plan. Funds not expended in the previous year will be carried forward in addition to estimated Fiscal Year 2027 revenues. The work of the Association will continue to be guided by the Board of Directors and its committees. The goals and objectives for Fiscal Year 2027 are organized as outlined in the Management District Plan adopted in 2020.

Administration/Program Management

Goals: General oversight and direction of district activities; development of relations and coordination with outside groups and agencies, coordination of projects and programs, management of sponsorships and volunteers.

Objectives:

1) Oversee development of annual District work plan and detailed budgets, financial records and annual tax returns;
2) Conduct property owner outreach, property owner and business input to the Management Plan and various programs and activities;
3) Attend needed City of Berkeley Council and Commission meetings and prepare all required reports related to the annual City of Berkeley contract with the Association;
4) Prepare correspondence, letters of support, and grant applications with the City of Berkeley and other agencies;
5) Coordinate Board elections in July 2026 including nominations and property owner balloting;
6) Maintain working relationships with property owners, merchants, City of Berkeley, Chamber of Commerce, Visit Berkeley, and elected officials;
7) Continue to participate in the Berkeley Business District Network (BBDN) to review and evaluate proposed City policy changes, public improvement projects, planning changes and zoning amendments relevant to the commercial district. Coordinate with district businesses and property owners to develop appropriate responses and present to City Council and Commissions;
8) Identify and act on any business education/assistance needs for business retention and inform businesses and property owners on how to access all

available business support financial and technical services;

9) Develop and distribute regular email newsletter updates to business and property owners with service accomplishments, event information, issue updates, and new business contacts;
10) Maintain inventory and lease information for vacant retail and office space in the district, current information for zoning regulations/amendments, and liaison with City and commercial brokers to attract and assist new businesses;
11) Prepare funding applications for public art and events through the City and State grant programs and administer projects and reporting;
12) Continue to work on parking issues in the district with the GoBerkeley Parking Program and investigate the improved usage of existing private parking resources for paid employee parking;
13) Work with the Berkeley Public Education Foundation, local schools and the Berkeley Business District Network to strategize additional fundraising events to provide additional funding for classroom grants, for theater, science, art and gardening programs.

District Identity & Placemaking

Goals: Create a unified, quality image for the district and implement promotion strategies that capitalize on the unique aspects of the area, including advertising, social media, brochures, special events, holiday promotions etc. Strengthen the physical environment and sense of place with public art, landscaping improvements and parklets, and other initiatives as developed.

Objectives:

1) Oversee implementation of the marketing and promotions strategy including designer/consultant selections, design processes, budgeting, and advertising placements;
2) Manage and promote the special events calendar and institute new events to further the image and various market segments of the district, including apparel, culinary, artisan production, and arts;
3) Integrate existing businesses into special events and marketing campaigns through various means, including sponsorship, participation, promotional tie-ins, etc.;
4) Coordinate public relations for the district and special events as needed. Generate press releases and promote editorial pieces on commercial and retail developments in the area;
5) Continue regular updates of the district website with business information and upcoming classes, special events, etc., produce a monthly e-newsletter, and

maintain regular social media entries promoting business activities and press coverage;

6) Promote events at nearby venues such as Live Oak Park, Berkeley Arts Center, Theatre First and the Hillside Club. Work with producers to tie in district businesses through advertising and promotions;
7) Work with the City and Ecology Center on issues related to the Farmers Market operations and marketing. Assist on the coordination of events during the summer of 2026 (FY27), and other special events and business tie-ins to the market;
8) Assist businesses to produce smaller street events including ACCI Gallery's Seconds Sale and Spring Art Market. Cultural showcases like Saul's Latke Party, Block Parties, Halloween, Earth Day, etc. and to involve other businesses as partners and participants;
9) Oversee installation of improved streetscape lighting and the annual winter holiday street tree lighting;
10) Organize a Winter holiday marketing plan and events calendar with holiday themed festivities and promotion of business events;
11) Produce the "Taste of North Berkeley" restaurant walk to highlight neighborhood shops and restaurants;
12) Organize Association booths/tables at the weekly Farmers' Market and other fairs and festivals with activities to promote the district and gain newsletter and social media subscribers;
13) Investigate grant funding opportunities and provide coordination between area businesses and property owners, City Departments, and outside agencies towards implementation of district- initiated projects and programs towards median improvement, pedestrian safety, improved bike facilities, and parking;
14) Investigate design and funding possibilities for a median landscaping improvement project to coincide with the Shattuck Ave. roadway repair project, including possible City funding and a UC Berkeley design class and Chancellor's Grant application/award;
15) Investigate opportunities for public art projects with ACCI Gallery, local artists, and local schools, including rotating storefront exhibits, art projects, temporary mural projects, street pole banners, etc.

Maintenance And Civil Sidewalks

Goals:
Address issues related to cleaning and maintenance of the district; design and implement landscaping and other streetscape beautification improvements; provide input on development projects.

Objectives:

1) Provide ongoing area maintenance monitoring, needs assessment, and coordination with appropriate city departments on projects including street tree replacements, curb repairs, median landscaping, trash receptacle cleaning, sidewalk repairs, bicycle facilities etc.;
2) Oversee service contract for regular sidewalk cleaning and landscaping including sidewalk planters and tree well maintenance and special projects as needed;
3) Manage the work of the district's Safety Ambassadors to provide hospitality functions, connect with maintenance staff and area businesses, and address security and safety issues working with the Berkeley Police Department and;
4) Organize meetings of district businesses, property owners, Ambassadors, current BPD patrol officers and the City's Mental Health team to identify and respond to street behavior issues, trespassing and illegal dumping issues, vandalism, and blocking of the public right of way;
5) Coordinate work of the city-funded Streets Team to assist with area clean-up for the district's allotment of one afternoon per week and arrange for gift cards or other compensation for team members;
6) Work with property owners and appropriate city departments to address signage conditions and the appearance of empty storefronts and vacant properties in the district;
7) Work with appropriate City departments, business and property owners, contractors, and volunteer designers to assist businesses to create and upgrade Outdoor Commerce areas in the district.

FY 2027 Budget

The North Shattuck Association approved a 4% increase to assessments for BID collections for Fiscal Year 2027. Assessments are projected to be **$253,207**, including the 4% annual increase in assessments for Fiscal Year 2027. For budget purposes the 1.7% County fee for 2027 **($4,304)** is deducted from the assessment amount for a new projected 2027 assessment of **$248,903**. Services and expenditures will be made in accordance with the Management District Plan categories as follows:

NORTH SHATTUCK ASSOCIATION Service/Expense Category under 2021 Management Plan	*% of Annual Budget*	*Estimated Carryforward from 2026 Fiscal Year*	*Fiscal Year 2027 Projected New Revenues (includes Carryforward)*
Maintenance & Civil Sidewalks	40%	$4,158	$103,719
District Identity & Placemaking	25%	$2,599	$64,825
Program Management	30%	$3,119	$77,790
Contingency	5%	$520	$12,965
Total Estimated Budget	100%	$10,396	$259,299

The above budget is based upon the maximum amount of BID assessment revenues that could be collected in the District. Actual BID revenues may be lower if some assessments are not paid within the Fiscal Year. Carry Over from 2026 will be applied to maintaining the new banner program and to building back a CPA-recommended two-month operating fund as a contingency, especially as the timeline for fund disbursements from the City of Berkeley remain inconsistent. No changes to the boundaries of the district and the method and basis for levying the BID assessments were taken this year.

A listing of Fiscal Year 2027 assessments is attached separately.

Approved by:

Approved by the Board of Directors
Kirk McCarthy, President,
North Shattuck Association

On April 16, 2026
Prepared by: Daniel Swafford, Executive Director, North Shattuck Association

North Shattuck Business Improvement District
FY 2027 Assessment Roll

			FY 2027 Assessment		
APN	**Owner Name**	**Site Address**	**Private Parcels**	**Public / Exempt**	**Utilities**
058 -2173-002-03	1600 SHATTUCK ASSOCIATES L P	1600 SHATTUCK AVE	$ 10,593.98		
058 -2173-004-00	IRA SERVICES TRUST	1620 SHATTUCK AVE	$ 1,103.81		
058 -2173-005-00	KIM SAMIL & YOUNGJUNG	1650 SHATTUCK AVE	$ 2,369.33		
058 -2174-001-00	ARTS & CRAFT COOPERATIVE INC	1652 SHATTUCK AVE	$ 1,912.15		
058 -2174-002-00	NEIL JOE R & CAROL L	1654 SHATTUCK AVE	$ 1,455.46		
058 -2174-003-00	SATAKE 1 LLC	1662 SHATTUCK AVE	$ 1,342.98		
058 -2174-004-01	1995 KAM Y LAM & SHUN FMLY LTD PARTNERSHIP	1670 SHATTUCK AVE	$ 1,408.02		
058 -2174-006-02	ERDMAN JOHN C & ANNE M TRS	1690 SHATTUCK AVE	$ 5,946.76		
058 -2175-001-01	1700 SHATTUCK LLC	1700 SHATTUCK AVE	$ 4,634.12		
058 -2175-003-00	BLUME JAMES B & FRANK KATHRYN W TRS	1708 SHATTUCK AVE	$ 1,752.71		
058 -2175-004-00	ROBINSON SCOTT & CHRISTINA C	1720 SHATTUCK AVE	$ 887.71		
058 -2175-005-00	PIERACKI ANDRZEJ TR	1730 SHATTUCK AVE	$ 1,319.87		
058 -2175-006-00	YI CHONG S	1748 SHATTUCK AVE	$ 1,519.96		
058 -2176-001-01	1752 SHATTUCK LLC	1752 SHATTUCK AVE	$ 2,907.49		
058 -2176-003-01	SHATTUCK INVESTMENT GROUP LLC	2083 DELAWARE	$ 10,892.51		
058 -2177-015-01	GEDR HILLSIDE LLC	1797 SHATTUCK AVE	$ 16,184.38		
058 -2178-018-00	AMERICAN COMMONWEALTH ASSOC.	2109 VIRGINIA ST	$ 7,415.37		
058 -2178-023-00	DELANDA PAUL A & SUSAN K TRS	1619 SHATTUCK AVE	$ 1,629.52		
058 -2178-024-01	SHATTUCK CONNECTIONS LP	1607 SHATTUCK AVE	$ 10,587.96		
058 -2178-026-00	SHATTUCK OFFICE LLC	1625 SHATTUCK AVE	$ 1,907.15		
058 -2178-027-00	SHATTUCK OFFICE LLC	1625 SHATTUCK AVE	$ 3,195.83		
058 -2178-028-00	SHATTUCK OFFICE LLC	1625 SHATTUCK AVE	$ 3,195.83		
059 -2260-001-00	CONNOLLY ALLEN & CHRISTINE	2100 VINE ST	$ 4,466.82		
059 -2260-002-01	WALNUT SQUARE CENTER LP	2110 VINE ST	$ 10,032.59		
059 -2260-015-01	SWEET BOMBAY INC	1549 SHATTUCK AVE	$ 1,574.64		
059 -2260-015-02	MANN MELVIN M TR	1543 SHATTUCK AVE	$ 2,455.03		
059 -2260-016-00	GOODMAN CAROL E TRS ETAL	1537 SHATTUCK AVE	$ 2,715.30		
059 -2260-017-00	GACH MICHAEL R	1533 SHATTUCK AVE	$ 2,022.96		
059 -2260-018-00	LAM KELVIN S & JACKIE S & GRACE S & ALICE S TRS	1531 SHATTUCK AVE	$ 4,245.15		
059 -2260-019-00	WARD DAWN D CUST FOR MEYER N G & C J & J C & ETAL	1525 SHATTUCK AVE	$ 2,730.80		
059 -2260-020-03	APTE ROBERT Z & EVELYN L FAMILY PARTNERSHIP LP	1519 SHATTUCK AVE	$ 3,486.24		
059 -2260-021-00	PAGNOL ET CIE INC	1517 SHATTUCK AVE	$ 1,348.02		
059 -2260-022-01	WONG PUI & HOSANNA H	1515 SHATTUCK AVE	$ 1,258.06		
059 -2260-022-02	ELITE PROPERTIES LLC	1511 SHATTUCK AVE	$ 3,862.95		
059 -2261-001-02	RUE ELL ENTERPRISES INC	1451 SHATTUCK AVE	$ 12,964.06		
059 -2261-004-03	JC ARUM LLC	1444 WALNUT ST	$ 2,754.21		
059 -2261-005-00	RUEGG & ELLSWORTH	2113 VINE ST	$ 1,355.02		
059 -2261-006-00	RUEGG & ELLSWORTH	2111 VINE ST	$ 2,400.35		
059 -2261-007-00	RUEGG & ELLSWORTH LLC	1495 SHATTUCK AVE	$ 3,196.43		
059 -2261-008-00	TARVER DEWEY G & CARMEL A TRS	1481 SHATTUCK AVE	$ 1,377.06		
059 -2261-009-00	LATKE ENTERPRISES LLC	1475 SHATTUCK AVE	$ 1,665.04		
059 -2261-010-00	WONG HENRY F TR & WONG PUI T E	1463 SHATTUCK AVE	$ 2,904.17		
059 -2262-001-00	SHATTUCK ROSE L P	1400 SHATTUCK AVE	$ 6,945.09		
059 -2262-005-00	HIRAHARA BRIAN & TAMURA RAYMOND TRS & HIRAHAR ETAL	1480 SHATTUCK AVE	$ 3,622.67		
059 -2262-006-00	RIPSTEEN RYAN TR & ARLINGTON INVESTMENT CO LP	2085 VINE ST	$ 1,606.72		
059 -2262-021-02	SAFEWAY INC	1425 HENRY ST	$ 27,443.20		
059 -2262-021-03	SAFEWAY INC	1425 HENRY ST	$ 2,121.08		
059 -2263-003-01	BERKELEY PIONEER MARKET LLC	2044 VINE ST	$ 5,474.92		
059 -2263-006-01	1536 SHATTUCK LLC	1516 SHATTUCK AVE	$ 5,208.30		
059 -2263-009-00	PHO LLC	1540 SHATTUCK AVE	$ 1,983.35		
059 -2263-010-01	BERKELEY BAZAAR PARTNERS	1550 SHATTUCK AVE	$ 21,763.06		
059 -2263-024-01	BANK OF AMERICA NATIONAL TRUST & SAVINGS ASSN	1536 SHATTUCK AVE	$ 2,908.57		
060- 2455-064-01	CALTHORPE PETER & DRISCOLL JEAN TRS	2095 ROSE ST	$ 8,562.35		
060- 2455-067-00	GORDON JOHN K & MITCHELL JANIS L TRS & GORDON ETAL	2091 ROSE ST	$ 2,590.64		

Totals	**Private Parcels '27**	**Public / Exempt**	**Utilities**	**Totals**
Revenues	**$253,207.76**	**$0.00**	**$0.00**	**$253,207.76**
Count of Properties	**54**	**0**	**0**	**54**
County Collection Fee @ 1.7%:	***$ 4,304.53***	***Net Assessment Revenue:***		***$248,903.23***

Note: Data for APN, Owner and Land Use from the City's Land Management System is current as of May 1, 2026.

07

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Eleanor Hollander, Economic Development Manager

Subject: Contract No 32400063 Amendment: *Community Agency Agreement-Transient Occupancy Tax (TOT) Berkeley Convention and Visitors Bureau* with the Berkeley Convention and Visitors Bureau d.b.a. Visit Berkeley

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to amend Contract No. 32400063 between Visit Berkeley and the City of Berkeley. This amendment intends to modify the existing Not-to-Exceed (NTE) amount of the contract to allow all pass-through amounts of Transient Occupancy Tax (TOT) collected on behalf of Visit Berkeley above the existing NTE amount to be paid to Visit Berkeley when received. This amendment to the contract with Visit Berkeley will increase the contract amount by $1,114,351 for a new contract amount NTE $4,614,351.

FISCAL IMPACTS OF RECOMMENDATION

Transient Occupancy Tax (TOT) is assessed on the room charge for rental of transient lodging when the period of occupancy is 30 days or less. Hotel guests pay the tax and it is often referred to as a “hotel tax”. In 1991, the TOT collected by the City of Berkeley was raised from 11% to 12% in order to create and fund a Convention and Visitors Bureau (CVB). The City retained their original 11% TOT to the general fund and there was no out-of-pocket expense to the City for the organization’s creation. Simultaneously, the lodging industry agreed to raise the TOT 1% with a goal that strategic marketing and sales outreach would increase revenues to lodging businesses and financially benefit the City by increasing general fund revenues, sales tax, and overall economic impacts from visitor spending.

Every year, the City of Berkeley collects twelve percent (12%) TOT from lodging establishments’ short-term room rental revenues and distributes one-twelfth of the amount collected via a “TOT contract” with the Berkeley CVB, d.b.a. Visit Berkeley. The revenues are collected and the funds are expended from the General Fund using the budget code 011-21-208-251-0000-000-446-636110-.

While historically, a new contract was signed every fiscal year with a Not to Exceed (NTE) amount provided by the Budget Office based on the City’s projections for TOT revenues, the city transitioned to a multi-year contract model in 2023. Now the NTE

amount authorized under that contract is insufficient to distribute TOT funds owed to Visit Berkeley for the remainder of FY26. OED needs to revise the NTE amount of this existing contract (No. 32400063) with Visit Berkeley to make these pass-through payments. While the contract will initially included the NTE amount of $3,500,000 (based on City staff's proposed budget revenue projections for TOT and Visit Berkeley's estimate for 2023-2027), the actual funds distributed have now surpassed this amount based on actual TOT revenues received and thus a contract amendment is needed.

The City is obligated to pass through all TOT amounts collected on behalf of Visit Berkeley, to do this through the term of the open contract, the NTE amount stated in Contract No. 32400063 must be modified. Currently there is only $3,293.79 available in the contract, and an open invoice of $117,644 of TOT revenues to be paid though to Visit Berkeley. Less the $3,293.79 available in the contract, the NTE must be increased by the amount needed to pay the current open invoice plus $200,000 (remaining anticipated collection for FY26) and $800,000 (anticipated collection for FY27) for a total contract increase of $1,114,351. That amount plus the existing contract NTE (of $3.5M established in 2023) makes for a revised NTE of $4,614,351.

CURRENT SITUATION AND ITS EFFECTS

The concept of a Berkeley CVB was presented to and approved by City Council as a Consent Item on September 24, 1991 and the CVB was incorporated as a 501(c)6, Not for Profit Mutual Benefit Corporation that same year. Ever since, there has been a contract between the City of Berkeley and Visit Berkeley to enable the pass-through of TOT funds collected. While the total contract amount may be amended throughout the multi-year period (the subject of this item), the cumulative funds distributed to Visit Berkeley will always be reconciled so they equal one twelfth of the TOT revenues collected by the City of Berkeley. For example, if an advance payment to enable Visit Berkeley's operations in any given year exceeds the TOT amount due to Visit Berkeley for that year, the following year's distributions will be adjusted to reflect the prior year's overpayment.

BACKGROUND

TOT is levied on all lodging establishments with five rooms or more in Berkeley. As of 2025, there are 18 such establishments. The origin of the arrangement with Visit Berkeley is detailed in the March 1991 *Convention and Visitors Bureau Creation Documents* and Berkeley City Council Consent Calendar, September 24, 1991. The forecasted TOT collection amount is codified in the City's Biennial Budget and one-twelfth of the TOT collected annually is devoted to Visit Berkeley. OED staff receives the TOT revenue projection from Budget staff in the City Manager's Office, calculates one-twelfth of that number, and produces a contract with Visit Berkeley with a corresponding scope of work and payment schedule.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
None.

RATIONALE FOR RECOMMENDATION
Council must now pass a Resolution to amend the not-to-exceed (or NTE) amount in the contract between the City and Visit Berkeley to allow all pass-through amounts collected on behalf of Visit Berkeley above the existing not to exceed amount in contract to be paid to Visit Berkeley when received through the term of the contract.

ALTERNATIVE ACTIONS CONSIDERED
None.

CONTACT PERSON
Eleanor Hollander, Office of Economic Development, (510) 981-7536

Attachment
1: Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 32400063 AMENDMENT: COMMUNITY AGENCY AGREEMENT-TRANSIENT OCCUPANCY TAX (TOT) WITH THE BERKELEY CONVENTION AND VISITORS BUREAU D.B.A. VISIT BERKELEY

WHEREAS, the arrangement with Visit Berkeley is detailed in the March 1991 *Convention and Visitors Bureau Creation Documents* and Berkeley City Council Consent Calendar, September 24, 1991 that one-twelfth of Transient Occupancy Tax (TOT) collected is to be passed through to Visit Berkeley, the City's Convention and Visitor's Bureau;

WHEREAS, in 2023, the City Council authorized the City Manager to execute a contract and any amendments with Visit Berkeley, not to exceed $3,500,000 of TOT revenues, to market Berkeley as a destination with sales goals to increase revenues to lodging businesses and financially benefit the City by increasing general fund revenues via transient occupancy tax (or TOT) revenue for the period July 1, 2023 to June 30, 2027 (Contract No. 32400063); and

WHEREAS, the City of Berkeley Office of Economic Development (OED) is obligated to distribute 1/12 of the TOT amount collected to Visit Berkeley via a multi-year contract; and

WHEREAS, payments due to Visit Berkeley have exceeded the not to exceed (or NTE) amount of the existing Contract Number 32400063; and

WHEREAS, an amendment to modify the NTE amount of Contract No. 32400063 between Visit Berkeley and the City of Berkeley is now needed to disburse the balance.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to amend Contract No. 32400063 between Visit Berkeley and the City of Berkeley to increase the NTE to $4,614,351 to align with budget revenue projections for TOT for the remainder of the term of the contract (through FY27).

BE IT FURTHER RESOLVED that though the remaining term of the contract period all amounts collected on behalf of Visit Berkeley above the contract's modified NTE amount are to be paid or "passed though" to Visit Berkeley by the City of Berkeley when received.

08

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Henry Oyekanmi, Director, Finance

Subject: Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on June 9, 2026

RECOMMENDATION

Approve the request for proposals or invitation for bids (attached to staff report) that will be, or are planned to be, issued upon final approval by the requesting department or division. All contracts over the City Manager's threshold will be returned to Council for final approval.

FISCAL IMPACTS OF RECOMMENDATION

Total estimated cost of items included in this report is **$2,849,000.00**

PROJECT	Fund	Source	Amount
Detailed Design for the Telegraph Multimodal Corridor project	306 135	Capital Grants – State Measure BB	$1,349,000.00
Early Intervention Services and supports program	315	Mental Health Service Act	1,500,000.00
Total:			**$2,849,000.00**

CURRENT SITUATION AND ITS EFFECTS

On May, 6, 2008, Council adopted Ordinance No. 7,035-N.S. effective June 6, 2008, which increased the City Manager's purchasing authority for services to $50,000. As a result, this required report submitted by the City Manager to Council is now for those purchases in excess of $100,000 for goods; and $200,000 for playgrounds and construction; and $50,000 for services. If Council does not object to these items being sent out for bid or proposal within one week of them appearing on the agenda, and upon final notice to proceed from the requesting department, the IFB (Invitation for Bid) or RFP (Request for Proposal) may be released to the public and send notices to the potential bidder/respondent list.

BACKGROUND
On May 6, 2008, Council adopted Ordinance No. 7,035-N.S., amending the City Manager's purchasing authority for services

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
The Finance Department reviews all formal bid and proposal solicitations to ensure that they include provisions for compliance with the City's environmental policies. For each contract that is subject to City Council authorization, staff will address environmental sustainability considerations in the associated staff report to City Council.

RATIONALE FOR RECOMMENDATION
Need for the goods and/or services.

ALTERNATIVE ACTIONS CONSIDERED
None.

CONTACT PERSON
Henry Oyekanmi, Director, Finance, 510-981-7311

Attachments:
1: Formal Bid Solicitations and Request for Proposals Scheduled for Possible Issuance After Council Approval on June 9, 2026

a. Detailed Design for the Telegraph Multimodal Corridor project
b. Early Intervention Services and supports program

Note: Original of this attachment with live signature of authorizing personnel is on file in General Services.

SPECIFICATION NO.	DESCRIPTION OF GOODS / SERVICES BEING PURCHASED	APPROX. RELEASE DATE	APPROX. BID OPENING DATE	INTENDED USE	ESTIMATED COST	BUDGET CODE TO BE CHARGED	DEPT. / DIVISION	CONTACT NAME & PHONE
26-11792-C	Detailed Design for the Telegraph Multimodal Corridor project	6/10/26	7/12/2026	. The project will implement bicycle, pedestrian, and transit improvements on Telegraph Avenue from Dwight Way to Woosley Street	$ 1,349,000.00	306-54-622-668-0000-000-431-665110-PWTRTC2204 ($1,011,000.00) 135-54-622-668-0000-000-431-665110-PWTRTC2204 ($338,000.00)	Public Works - Transportation	Jesse Peoples 510-981-6449
Dept Total					**$1,349,000**			
26-11793-C	Early Intervention Services and supports program	6/10/26	7/12/2026	Outreach, Linkages and Mental Health and Substance Use Disorder Early Intervention Services to individuals from the following populations; LGBTQIA+, African Americans, Latine, Transition Age Youth and Older Adults	$ 1,500,000.00	315-51-503-525-2018-000-451-636110	HHCS/MH	Karen Klatt 510-981-7644
Dept Total					**$1,500,000**			
TOTAL					**$2,849,000**			

09

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Henry Oyekanmi, Director, Finance Department

Subject: Notice of Appropriations Limit for Fiscal Year 2027

RECOMMENDATION

Adopt a Resolution providing notice that: 1) Council will adopt an appropriations limit for Fiscal Year 2027 at its meeting of June 30, 2026; and 2) the amount of the limit and the background material used in its calculation will be available for public review in the City Clerk's Office on or before June 9, 2026.

FISCAL IMPACTS OF RECOMMENDATION

On June 30, 2026, the Council will set the Fiscal Year 2027 appropriations limit. The amount of appropriations subject to the limit is the budgeted proceeds of taxes (e.g., all taxes levied; transfers from an enterprise fund to the extent those transfers exceed the cost of providing the services; discretionary state subventions; interest earned from the investment of proceeds of taxes, etc.), and the total of these budgeted revenues cannot exceed the total appropriations limit. The City's actual appropriations in each fiscal year have been significantly below the limit, as they will be for Fiscal Year 2027. Thus, there are no present fiscal implications for establishing the limit.

CURRENT SITUATION AND ITS EFFECTS

Senate Bill 1352 requires that 1) the governing body of each local jurisdiction shall, by legislative action, establish its appropriations limit at a regularly scheduled or special meeting and that documentation used in the determination of the appropriations limit shall be made available to the public fifteen days before that meeting. Government Code Section 7910 requires that the city adopt its appropriations limit prior to the beginning of each fiscal year.

This Resolution gives public notice of Council's intent to adopt an appropriations limit for Fiscal Year 2027 at its meeting of June 30, 2026, and that the documents used in calculating the limit will be available for public review on or before June 9, 2026. Proposition 4, approved by the electorate of the State of California via a special election held on November 6, 1979, added Article XIII B to the constitution of the state. It requires local governments to adopt yearly appropriation limits according to specified formulas, and allows for specified, yearly adjustments of the limit. Proposition 111, approved by the voters June 5, 1990, and changed the Proposition 4 adjustment formulas. Senate Bill 152

provided for the implementation of Article XIII B defining various terms used in this article and prescribing procedures to be used in implementing specific provisions of the Article.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
There are no identifiable environmental effects or opportunities associated with the subject of this report.

BACKGROUND
The Finance Department of the City of Berkeley compiles the data and makes calculations incident to the determination of the XIII B appropriations limit. The amount of the Fiscal Year 2027 appropriations limit and the documentation incident to the determination thereof will be available for review by the public in the Office of the City Clerk on or before June 9, 2026, at least fifteen days prior to the Council's scheduled adoption of the appropriation limit, as required by law.

RATIONALE FOR RECOMMENDATION
This is a state law.

ALTERNATIVE ACTIONS CONSIDERED
None.

CONTACT PERSON
Henry Oyekanmi, Director, Finance Department, 981-7326

Attachments:
1: Resolution

RESOLUTION NO. ##,### N.S.

PROVIDING NOTICE OF SCHEDULED ADOPTION OF APPROPRIATIONS LIMIT FOR FISCAL YEAR 2027 PURSUANT TO ARTICLE XIII B OF THE CONSTITUTION OF THE STATE OF CALIFORNIA

WHEREAS, on November 6, 1979, the citizens of the State of California approved Proposition 4, which added Article XIII B to the Constitution of the State of California to place various limitations on the fiscal powers of State and local government; and

WHEREAS, Senate Bill 1352, Government Code Section 7900, et. seq. enacted by the Legislature of the State of California, provides for the implementation of Article XIII by defining various terms in this article; and

WHEREAS, the governing body of each jurisdiction is required to establish its appropriations limit at a regularly scheduled meeting or noticed special meeting; and

WHEREAS, 15 days prior to such meeting, the documentation used in the determination of the appropriations limit shall be made available to the public.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley does hereby give notice that it will, at its meeting of June 30, 2026, adopt a Resolution which establishes the appropriations limit for the 2027 Fiscal Year pursuant to Article XIII B of the Constitution of the State of California.

BE IT FURTHER RESOLVED that the documentation used in the determination of the appropriation limit for Fiscal Year 2027 shall be made available for public review in the Office of the City Clerk of the City of Berkeley, 2180 Milvia Street, Berkeley, California, on or before June 9, 2026.

10

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: David Sprague, Fire Chief

Subject: Contract: Medical Priority Consultants, Inc dba Priority Dispatch

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute a waiver of competition based on a Sole and Single Source justification and execute a contract with Medical Priority Consultants, Inc., doing business as Priority Dispatch, for the purchase, implementation, and maintenance of the International Academy of Emergency Dispatch (IAED) ProQA Priority Dispatch System software for Medical Priority Dispatch System (MPDS), Fire Priority Dispatch System (FPDS), and Police Priority Dispatch System (PPDS), including training, quality assurance tools, and ongoing software maintenance, in an amount not to exceed $942,533 for a five-year base term beginning July 1, 2026 and ending June 30, 2031 with two, two-year extension options not to exceed a total of $793,765 for the four extension years, and for a total contract amount not to exceed of $1,736,298 over nine years.

FISCAL IMPACTS OF RECOMMENDATION

All funds required to pay for this contract will be paid for by the Fire and Police Departments. Funding sources may include but are not limited to Fire General Fund, Measure FF (Fire & Emergency Services, 2020), and Police General Fund.

The five-year base term is a fixed price, inclusive of implementation. Each option year is escalated by five percent (5%). The total contract, inclusive of all extension years, a fifteen percent (15%) contingency, and a seven percent (7%) per year out-year cost uncertainty factor shall not exceed $1,736,298.

Description	Total
Five Year Base Term	$819,594
15% Contingency	$122,939
Five Year Base Sub-Total	$942,533
Two Year Extension #1	$741,836
Two Year Extension #2	
7% per year for out-year uncertainty factor	$51,929
Four Year Extension Sub-Total	$793,765
Total (Nine Years)	$1,736,298

CURRENT SITUATION AND ITS EFFECTS

Berkeley’s emergency communications center needs a standardized way to process police and fire calls so dispatchers can quickly determine the appropriate response, capture key information, and provide consistent support to field units and callers. Manual call handling can lead to differences in how calls are screened and prioritized, especially during stressful incidents or high-volume periods.

This work is part of Berkeley’s broader dispatch modernization effort, which was assigned to the Fire Department and began during the Reimagining Public Safety initiative. This effort was further informed by recommendations from two dispatch consultant teams, Federal Engineering and Mission Critical Partners. Since 2020, the Fire Department has been advancing this effort using Measure FF (Fire and Emergency Services, 2020) funds.

Priority Dispatch’s Fire Priority Dispatch System (FPDS) and Police Priority Dispatch System (PPDS) systems walk dispatchers through a consistent sequence of questions and response steps so they can gather the most important scene details, identify the right response level, and relay accurate information to first responders in real time.

Berkeley's Communications Center currently handles approximately 180,000 calls annually. Without standardized fire and police dispatch protocols, call-takers rely on

their individual judgment and experience to prioritize incidents, determine appropriate response levels, and provide instructions to callers. This variability creates:

- Inconsistent response assignments based on dispatcher interpretation
- Over-deployment or under-deployment of emergency resources
- Missed opportunities to provide life-saving pre-arrival instructions
- Little to no ability to perform quality assurance that drives meaningful improvements to initial and ongoing training
- Increased liability exposure from unstandardized dispatch practices

Implementing protocol-based dispatching advances several Strategic Plan goals:

- provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.
- create a resilient, safe, connected, and prepared city.
- be a customer-focused organization that provides excellent, timely, easily-accessible service and information to the community.
- attract and retain a talented and diverse City government workforce.

BACKGROUND

A structured dispatch protocol improves consistency, reduce missed information, and supports more efficient use of fire and police resources. In practice, it gives dispatchers a validated workflow that reduces improvisation under pressure, strengthens the quality of the first response, and reduces liability for the individual dispatcher and the city.

Implementation of protocols will:

- Enhance and streamline call processing by automatically providing, in order, only those questions and instructions that are appropriate to the specific call circumstances, and by automatically skipping other questions and instructions that do not apply. This allows call takers to focus their attention on providing quality service.
- Help maintain consistently high levels of service by reducing human error and improving call-taker compliance with industry best practices and accreditation standards
- Improve resource management during normal operations and large-scale emergency events through call prioritization
- Increase emergency call-taking and dispatching efficiencies, resulting in more effective and appropriate utilization of resources and reduced risk of liability to the center and the City
- Increase first responder safety by collecting relevant information (i.e., nature of

each call, times, actions taken, changing conditions, etc) and creating a complete historical record of each call.

- Enhanced dispatcher training and performance consistency with quality assurance features and data reporting capabilities
- Guaranteed improved training academy and decreased attrition rates, thus improving the police department's ability to increase and maintain staffing

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
This administrative action to purchase dispatch software has no direct environmental or climate impacts. The project supports efficient deployment of emergency resources, which may indirectly reduce unnecessary vehicle responses and emissions.

RATIONALE FOR RECOMMENDATION
Per Section 11 of the City's Purchasing Manual this is both a Sole Source and a Single Source request.

Sole Source Justification (Only One True Provider)
The Alameda County Local Emergency Medical Services Agency (LEMSA) mandates use of medical priority dispatching the County. As the City moves forward with implementing protocol-based dispatcher software, selecting one that will allow future adoption of the Medical Priority Dispatch System (MPDS) module to comply with local mandates is pragmatic and cost-effective. As such, the City requires a 911 dispatch triage scripting solution that produces MPDS determinant codes and includes standardized caller interrogation protocols, pre-arrival instructions, and integrated quality assurance. MPDS and the associated International Academies of Emergency Dispatch (IAED) standards are proprietary and delivered exclusively through Priority Dispatch Corp via its ProQA/AQUA software platform. Priority Dispatch is the sole source provider of software that meets IAED standards and produces MPDS determinant codes. Based on market research, no other vendor can provide a compliant solution; therefore, only one true provider exists to meet the City's operational and regulatory requirements.

On October 26, 2021, the City Council approved a contract with Federal Engineering, Inc. through a competitively procured professional services contract to conduct a comprehensive Dispatch Needs Assessment for the Berkeley Emergency Communications Center. Federal Engineering's analysis, presented to the Public Safety Policy Committee and subsequently to the full City Council on May 15, 2023, recommended implementation of a standardized, scripted emergency medical and fire dispatch protocol system as an essential step to modernize call-taking, improve pre-arrival instructions, and align the City's practices with national standards. Specifically, from page 79 of Federal Engineering's final report: *"In Alameda County, agencies are required to have all medical calls processed using the International Academy of Emergency Dispatch (IAED) Emergency Medical Dispatch (EMD) protocol.*

While Federal Engineering is vendor neutral and does not specifically recommend any one vendor for agency solutions, ***in this instance we do recommend that IAED EMD protocol be implemented in the Emergency Communications Center (ECC)****, so that BFD maintain compliance with [future] EMD call triage and dispatch and continue to receive its ALS funding."*

Separately, on October 15, 2024, the City Council approved an agreement with Mission Critical Partners, LLC by piggybacking on the State of California's CMAS Contract No. 3-13-70-3020A, a competitively bid cooperative purchasing vehicle that satisfies the City's procurement requirements and provides cost-effective access to specialized emergency communications consulting services. Mission Critical Partners' subsequent work for the City has independently confirmed the need to implement a scripted protocol system of the type offered by Priority Dispatch to achieve the goals identified in the Reimagining Public Safety initiative and the Dispatch Needs Assessment.

Together, the consistent recommendations of two independent, competitively procured consulting firms, the regional requirement for MPDS-compliant 911 dispatching, and the fact that only Priority Dispatch's ProQA/AQUA platform can generate IAED-standard MPDS determinant codes with the required scripting, instructions, and quality assurance support treating ProQA as a sole-source solution for Berkeley's priority dispatch implementation.

Single Source Justification (Multiple Providers Not Amenable to Competition)
While multiple vendors exist in the broader dispatch software market, alternative solutions do not meet the City's requirements for regulatory compliance, and regional interoperability. MPDS/IAED protocols are widely adopted as the industry standard, used in approximately 4,000 911 dispatch centers nationwide, including about 85% of the most populous cities and counties in the US use at least one module (MPDS, FPDS, or PPDS). Fire and EMS dispatch centers throughout the region and throughout the State utilize software from Priority Dispatch ensuring standardized determinant coding, coordinated mutual aid, and aligned clinical protocols. These include Alameda County Regional Emergency Communications Center, Alpha One Ambulance, American Ambulance (Fresno), Amador County Sheriff's Office, American Medical Response (AMR) Monterey County, AMR of Sacramento, AMR of San Diego, Amwest Ambulance, Barstow Police Department, CAL FIRE / Butte County Fire Department, CAL FIRE Camino Dispatch, CAL FIRE Humboldt Del Norte Fortuna, CAL FIRE Mariposa, CAL FIRE Monte Vista San Diego (El Cajon), CAL FIRE San Bernardino Unit, CAL FIRE St Helena, CAL FIRE Grass Valley, CAL FIRE Mendocino, Calaveras County Sheriff Department, Cathedral City Fire Department, Center High School, City of Napa Central Dispatch, CONFIRE JPA (San Bernardino County), CONFIRE High Desert Government Center, Contra Costa County Fire Protection District, Davis Police Department, Downey Fire Department JPA, Enloe Medical Center, Eureka Police & Fire, Fairfield Police Department, Fresno County EMS, GreatCall, Inc. (San Diego), Hall Ambulance Service, Heartland Fire Department, Hemet Fire Department, Humboldt County Sheriff's Office,

Kern County Bakersfield City Fire, Department King American Ambulance, Laguna Beach Fire Department, Marin County Fire Protection District, Medic Ambulance, Mountain View Police and Fire Communications, Murrieta Fire & Rescue, Naval Support Facility Redzikowo, Nor Cal Ambulance, North County Dispatch JPA (Rancho Santa Fe), Oakland Fire Department, Ontario Fire Department, Palo Alto Police, Placer County Sheriff, Placentia Emergency Communications, Pro Transport-1, REDCOM JPA (Sonoma County), Richmond Police Department, Riverside City Fire Department, Riverside County Fire Department, Riverside Police, Rocklin Police Department, Roseville Police Department, Royal Ambulance, Sacramento Regional Fire & EMS ECC, San Diego Fire-Rescue, San Francisco Emergency Communications Department (ECD), San Jose Fire Department Communications, San Mateo County Public Safety Communications, San Ramon Valley Fire Department, Santa Barbara City Police & Fire, Santa Barbara City Fire Department, Santa Barbara County Fire Protection District, Santa Barbara County Sheriff's Office, Santa Clara City Communications, Santa Clara County Communications, Santa Cruz Regional 911, Shasta Area Safety Communication (ShasCom), Solano County Sheriff (Fairfield), South Lake Tahoe Police Department, Stockton Fire Department, Sunnyvale Department of Public Safety, Tulare County Consolidated Dispatch, Torrance Fire & Police, Tuolumne County Sheriff's Department, Vacaville Police Department, Valley Regional Emergency Communications Center, Ventura County Fire Protection District, Yolo Emergency Communication Agency, and the Yuba City Police Department.

Adoption of a non-MPDS system would create incompatibility with regional partners, introduce operational inefficiencies, and fail to meet LEMSA requirements. Market research also confirmed that Priority Dispatch is not available through cooperative purchasing agreements or piggyback contracts. Accordingly, although other vendors exist, competition is not practicable, and a single-source procurement is justified based on the City’s specific operational, clinical, and interoperability requirements.

ALTERNATIVE ACTIONS CONSIDERED

Continue current dispatch practices without implementing a protocol-based system. This alternative was not recommended because it would leave the Emergency Communications Center without a standardized, validated process for police and fire call-taking. Maintaining the status quo would continue the current 70% to 80% attrition rate for new dispatchers, continue the risk of inconsistent call handling, variable prioritization of incidents, limited quality assurance capability, and increased liability exposure.

CONTACT PERSON

David Sprague, Fire Chief, (510) 981-3473

RESOLUTION NO. ##,###-N.S.

CONTRACT: MEDICAL PRIORITY CONSULTANTS, INC DBA PRIORITY DISPATCH

WHEREAS, the City of Berkeley seeks to modernize its emergency communications operations to improve the consistency, accuracy, and effectiveness of police, fire, and emergency medical call-taking and dispatch services; and

WHEREAS, Berkeley's Communications Center would benefit from a standardized, protocol-based dispatch system that guides call-takers through validated questions, response determinations, pre-arrival instructions, and quality assurance processes in order to improve service delivery, support responder safety, and reduce variation in call handling; and

WHEREAS, the City's dispatch modernization effort was assigned to the Fire Department and advanced as part of the Reimagining Public Safety initiative, and was further informed by recommendations from two independent, competitively procured consulting firms, Federal Engineering, Inc. and Mission Critical Partners, LLC; and

WHEREAS, Federal Engineering, Inc., retained by the City through a competitively procured professional services contract approved by the City Council on October 26, 2021, conducted a comprehensive Dispatch Needs Assessment for the Berkeley Emergency Communications Center and, although generally vendor-neutral and not recommending specific agency solutions, expressly recommended in this instance implementation of the International Academy of Emergency Dispatch emergency medical dispatch protocol in order to modernize call-taking, improve pre-arrival instructions, maintain compliance with Alameda County requirements for future EMD call triage and dispatch; and

WHEREAS, Mission Critical Partners, LLC, retained by the City through the State of California's competitively bid CMAS cooperative purchasing program approved by the City Council on October 15, 2024, independently confirmed the need to implement a scripted protocol dispatch system of the type offered by Priority Dispatch to support the goals of the Reimagining Public Safety initiative and the Dispatch Needs Assessment; and

WHEREAS, the Local Emergency Medical Services Agency requires use of the Medical Priority Dispatch System (MPDS) as the governing clinical framework for dispatch in this region, and the City therefore requires a 911 dispatch triage scripting solution that produces MPDS determinant codes and includes standardized caller interrogation protocols, pre-arrival instructions, and integrated quality assurance; and

WHEREAS, MPDS and the related International Academies of Emergency Dispatch standards are proprietary and are delivered exclusively through Medical Priority Consultants, Inc., doing business as Priority Dispatch, via its ProQA and AQUA software

platform, together with associated training, quality assurance tools, maintenance, and support; and

WHEREAS, based on market research, no other vendor can provide a software solution that meets IAED standards and produces MPDS determinant codes, and Priority Dispatch is therefore the sole source provider able to satisfy the City's operational and regulatory requirements for MPDS-compliant dispatching; and

WHEREAS, although multiple vendors exist in the broader dispatch software market, those alternative solutions do not meet the City's requirements for regulatory compliance, clinical standardization, and regional interoperability, and adoption of a non-MPDS system would create incompatibility with regional partners, introduce operational inefficiencies, and fail to satisfy applicable LEMSA requirements; and

WHEREAS, the use of a structured dispatch protocol system will improve prioritization of emergency incidents, enhance quality assurance and training, support more effective deployment of public safety resources, and reduce liability exposure associated with unstandardized dispatch practices; and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager may execute a waiver of competition based on a Sole and Single Source justification and execute a contract with Medical Priority Consultants, Inc., doing business as Priority Dispatch, for the purchase, implementation, and maintenance of the International Academy of Emergency Dispatch (IAED) ProQA Priority Dispatch System software for Medical Priority Dispatch System (MPDS), Fire Priority Dispatch System (FPDS), and Police Priority Dispatch System (PPDS), including training, quality assurance tools, and ongoing software maintenance, in an amount not to exceed $942,533 for a five-year base term beginning July 1, 2026 and ending June 30, 2031 with two, two-year extension options not to exceed a total of $793,765 for the four extension years, and for a total contract amount not to exceed of $1,736,298 over nine years.

11

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Gilman, Director, Health, Housing, and Community Services

Subject: Revenue Grant Agreements: Funding Support from the State of California to Conduct Public Health Services

RECOMMENDATION

Adopt a Resolution authorizing the City Manager or designee to submit a grant agreement to the State of California, to accept the grant and execute any resultant revenue agreements and amendments to conduct public health promotion, protection, and prevention services for the Maternal, Child, and Adolescent Health (MCAH) Program. The projected total amount of the grant is $315,267 for Fiscal Year (FY) 2027 through Fiscal Year 2029.

FISCAL IMPACTS OF RECOMMENDATION

The City of Berkeley will receive funds in the total amount of $315,267 from the State of California for FY 2027 through FY 2029 for the Maternal, Child, and Adolescent Health (MCAH) Program. The state establishes an annual cap on local revenue for this program and requires a local match. The precise amount of revenue the City earns is determined by the City's level of match funding, program staff time-studies, and the level of eligible services. The City is estimated to provide $123,555 in matching funding revenue and draw down $105,089 in State revenue each fiscal year.

Expenditure of this grant funding is subject to Council approval of the budget for each fiscal year and the Annual Appropriations Ordinances. Depending on the timing of official grant awards and final amounts, the budget will be adjusted via future amendments to the FY 2027, 2028, and 2029 Annual Appropriations Ordinances.

CURRENT SITUATION AND ITS EFFECTS

As a local health jurisdiction, the City of Berkeley provides a broad range of public health program services to the community, with the goals of addressing health inequities, promoting healthy environments and behaviors, protecting residents from disease, and preventing illness, disability, and premature death. In addition to the funding referenced in this report, the City has continuing multi-year public health grants with the State of California.

The Maternal, Child and Adolescent Health (MCAH) Program develops and implements systems that protect and improve the health of women of reproductive age, infants, children, adolescents, and their families, and works to reduce the morbidity and mortality of pregnant African American women and their infants. The MCAH program includes Berkeley's Black Infant Health program, which provides groups and other supports to pregnant and post-partum mothers and their infants.

BACKGROUND

The City of Berkeley receives funding from many sources annually to complete work related to improving the health of the community. As a local health jurisdiction, the City is entitled to specific state funding to meet core public health objectives. The Public Health Division is committed to providing essential services to the community to prevent the spread of disease and to promote healthy environments.

The State establishes funding caps for the MCAH program, with actual revenue determined by city matching funds and service delivery. Revenue projections are based on recent year's actual revenues in these programs, service-delivery staffing, eligible client populations, and available matching funds. These projections will enable the department to keep expenditures within actual revenues by budgeting expenditures to realistic revenue projections.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

There are no identifiable environmental effects or opportunities associated with the subject of this report.

RATIONALE FOR RECOMMENDATION

These funds support vital services related to our mandates as a public health jurisdiction and local initiatives designed to address health inequities in Berkeley and improve the health of Berkeley residents. This non-competitive grant supports the department's mission and provides the City with funding to continue working to protect and improve community health.

ALTERNATIVE ACTIONS CONSIDERED

This funding is essential for the Public Health Division's mission and goals. The Public Health Division assesses each funding source to ensure that it supports the City's mission and goals. Staff did not identify an alternative action consistent with the City's goals of advancing public health and social and racial equity.

CONTACT PERSON

Janice Chin, Manager, Public Health Division, HHCS (510) 981-5121

Attachments:
1: Resolution

RESOLUTION NO. ##,###–N.S.

GRANT AGREEMENT: STATE OF CALIFORNIA FOR THE MATERNAL, CHILD, AND ADOLESCENT HEALTH (MCAH) PROGRAM

WHEREAS, the City of Berkeley Department of Health, Housing & Community Services (HHCS), Public Health Division (PHD), is committed to developing systems that protect and improve the health of women of reproductive age, infants, children, adolescents, and their families; and

WHEREAS, the HHCS/PHD provides a broad range of Public Health program services to the community; and

WHEREAS, the HHCS/PHD works to promote healthy environments and behaviors, protect residents from disease, and prevent illness, disability, and premature death; and

WHEREAS, the HHCS/PHD seeks to eliminate health and educational inequities; and

WHEREAS, the HHCS/PHD should seek outside funding wherever possible to fund health services.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager or designee is hereby authorized to submit a grant agreement to the State of California for funding for fiscal years 2027 through 2029 for the Maternal, Child, and Adolescent Health (MCAH) program: to develop systems that protect and improve the health of women of reproductive age, infants, children, adolescents and their families and to reduce the morbidity and mortality of pregnant African American women and their infants; to accept the grant funds; execute any resultant revenue agreements and amendments in line with the grant award, which may be larger or smaller than the projected award of $315,267; and implement the projects and appropriation of funding for related expenses, subject to securing the grant. A record signature copy of said agreements and any amendments shall be on file in the office of the City Clerk.

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Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Ferris, Director, Parks Recreation & Waterfront

Subject: Donation: Memorial Bench at Berkeley Marina/Shorebird Park in memory of Diana Zucker Patpatia

RECOMMENDATION
Adopt a Resolution accepting a cash donation in the amount of $3,400 for a memorial bench to be placed at Berkeley Marina at the Shorebird Park in memory of Diana Zucker Patpatia.

FISCAL IMPACTS OF RECOMMENDATION
The value of a single bench and memorial plaque is $3,400, which covers the purchasing and installation costs performed by the City. The cash donation will be deposited into Marina Fund donation revenue budget code 608-52-544-591-0000-000-000-000-481110 and will be appropriated in FY 2027.

CURRENT SITUATION AND ITS EFFECTS
The family of Diana Zucker Patpatia wishes to donate a memorial bench to be placed at the Berkeley Marina/Shorebird Park with a cash donation of $3,400. Per the City's Park Bench Donation Policy, individuals may donate memorial benches to the City's parks in selected locations, subject to the approval of the Director of the Parks Recreation & Waterfront Department, and pay for all associated costs, subject to Council disclosure and approval of the gift donation. The Director has determined that the proposed donation complies with the City's Bench Donation Policy as described in Resolution No. 64,148-N.S. and has approved the donation, subject to Council approval.

BACKGROUND
Benches are placed throughout the City in accordance with the City's Park Bench Donation Policy approved by Council on July 22, 2008 (Resolution No. 64,148-N.S.). The City's Open Governance Ordinance (OGO) requires City Council disclosure and approval of any gift to the City in excess of $1,000 (BMC Section 2.06.150, Ord. 7,166-N.S.)

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACT

The City's vendor for benches, Dumor, Inc., makes its priority to purchase only sustainably-harvested wood derived from stringently-regulated timber source locations, including California, Oregon, Washington and British Columbia. This policy reduces solid waste volumes in landfills, helps conserve natural resources and limits the environmental effects resulting from the extraction of virgin materials. The benches therefore comply with the City's environmentally preferable purchasing policy, specifically section 3.7 Forest Conservation.

CONTACT PERSON

Alexandra Endress, Waterfront Manager, 510-981-6737

Attachments:
1: Resolution

RESOLUTION NO. _____ -N.S.

DONATION: MEMORIAL BENCH AT SHOREBIRD PARK AT THE BERKELEY MARINA IN MEMORY OF DIANA ZUCKER PATPATIA

WHEREAS, on July 22, 2008, Council adopted the Park Bench Donation Policy (Resolution No. 64,148-N.S.); and

WHEREAS, the City's Open Governance Ordinance (OGO) requires City Council disclosure and approval of any gift to the City in excess of $1,000 (BMC Section 2.06.150, Ord. 7,166-N.S.); and

WHEREAS, the family of Diana Zucker Patpatia wishes to donate a memorial bench to be placed at Shorebird Park at the Berkeley Marina with a cash donation of $3,400; and

WHEREAS, per the City's Park Bench Donation Policy, individuals may donate memorial benches to the City's parks in selected locations, subject to the approval of the Director of the Parks Recreation & Waterfront Department, and pay for all associated costs, subject to Council disclosure and approval of the gift donation; and

WHEREAS, the Director has determined that the proposed donation complies with City's Bench Donation Policy as described in Resolution No. 64,148-N.S. and has approved the proposed donation; and

WHEREAS, the cash donation will be deposited into Marina Fund donation revenue budget code 608-52-544-591-0000-000-000-481110 and will be appropriated in FY 2027.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that a cash donation in the amount of $3,400 for a memorial bench to be placed at Shorebird Park at the Berkeley Marina in memory of Diana Zucker Patpatia is hereby accepted.

Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Ferris, Director, Parks Recreation & Waterfront

Subject: Donation: Memorial Bench at Berkeley Rose Garden in memory of Michael S. Sorgen

RECOMMENDATION
Adopt a Resolution accepting a cash donation in the amount of $3,400 for a memorial bench to be placed at Berkeley Rose Garden in memory of Michael S. Sorgen.

FISCAL IMPACTS OF RECOMMENDATION
The value of a single bench and memorial plaque is $3,400, which covers the purchasing and installation costs performed by the City. The cash donation will be deposited into Parks Tax donation revenue budget code 138-52-542-568-0000-000-000-481110 and will be appropriated in FY 2027.

CURRENT SITUATION AND ITS EFFECTS
The family of Michael S. Sorgen wishes to donate a memorial bench in their memory to be placed at Berkeley Rose Garden with a cash donation of $3,400. Per the City's Park Bench Donation Policy, individuals may donate memorial benches to the City's parks in selected locations, subject to the approval of the Director of the Parks Recreation & Waterfront Department, and pay for all associated costs, subject to Council disclosure and approval of the gift donation. The Director has determined that the proposed donation complies with the City's Bench Donation Policy as described in Resolution No. 64,148-N.S. and has approved the donation, subject to Council approval.

BACKGROUND
Benches are placed throughout the City in accordance with the City's Park Bench Donation Policy approved by Council on July 22, 2008 (Resolution No. 64,148-N.S.). The City's Open Governance Ordinance (OGO) requires City Council disclosure and approval of any gift to the City in excess of $1,000 (BMC Section 2.06.150, Ord. 7,166-N.S.)

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACT
The City's vendor for benches, Dumor, Inc., makes its priority to purchase only sustainably-harvested wood derived from stringently-regulated timber source locations,

including California, Oregon, Washington and British Columbia. This policy reduces solid waste volumes in landfills, helps conserve natural resources and limits the environmental effects resulting from the extraction of virgin materials. The benches therefore comply with the City's environmentally preferable purchasing policy, specifically section 3.7 Forest Conservation.

CONTACT PERSON
Bruce Pratt, Parks Superintendent, 510-981-6700

Attachments:
1: Resolution

RESOLUTION NO. _____ -N.S.

DONATION: MEMORIAL BENCH AT BERKELEY ROSE GARDEN IN MEMORY OF MICHAEL S. SORGEN

WHEREAS, on July 22, 2008, Council adopted the Park Bench Donation Policy (Resolution No. 64,148-N.S.); and

WHEREAS, the City's Open Governance Ordinance (OGO) requires City Council disclosure and approval of any gift to the City in excess of $1,000 (BMC Section 2.06.150, Ord. 7,166-N.S.); and

WHEREAS, the family of Michael S. Sorgen wishes to donate a memorial bench in their memory to be placed at the Berkeley Rose Garden with a cash donation of $3,400; and

WHEREAS, per the City's Park Bench Donation Policy, individuals may donate memorial benches to the City's parks in selected locations, subject to the approval of the Director of the Parks Recreation & Waterfront Department, and pay for all associated costs, subject to Council disclosure and approval of the gift donation; and

WHEREAS, the Director has determined that the proposed donation complies with City's Bench Donation Policy as described in Resolution No. 64,148-N.S. and has approved the proposed donation; and

WHEREAS, the cash donation will be deposited into Parks Tax donation revenue budget code 138-52-542-568-0000-000-000-481110 and will be appropriated in FY 2027.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that a cash donation in the amount of $3,400 for a memorial bench to be placed at the Berkeley Rose Garden in memory of Michael S. Sorgen is hereby accepted.

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Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Ferris, Director, Parks, Recreation, & Waterfront

Subject: Contract: Chemical Procurement Services LLC. for Mini-Bulk Swimming Pool Chemicals

RECOMMENDATION
Adopt a Resolution authorizing the City Manager to execute a contract with Chemical Procurement Services LLC for Mini Bulk Swimming Pool Chemicals in an amount not to exceed $175,000 for the term of July 1, 2026, to June 30, 2028.

FISCAL IMPACTS OF RECOMMENDATION
Funding in the amount of $175,000 over two years has been budgeted in the FY2027 PRW budget from the General Fund (Fund 011) and Camps Fund (Fund 125) and is subject to appropriation in the FY 2027 and FY 2028 budget process.

CURRENT SITUATION AND ITS EFFECTS
In April of 2026, the City issued an Invitation For Bid (IFB) for swimming pool treatment supplies. The City received two proposals and determined that Chemical Procurement Services, Inc. was the lowest responsible bidder. As a result, approval of a contract for a not-to-exceed total amount of $175,000 for a two-year period beginning July 1, 2026, and ending June 30, 2028 is recommended.

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3504.1 as amended by AB 339.This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND
The City of Berkeley operates three swimming facilities, King Swim Center, West Campus Swim Center, and Berkeley Echo Lake Camp. California state codes requires that pools are continually treated to ensure public safety. The City must maintain a supply of pool treatment chemicals in order to comply with state codes.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
Purchasing chemicals in mini-bulk quantities allows the City to operate the three swimming pools while reducing the carbon emissions associated with transporting

chemicals in smaller quantities. This contract advances the City's Strategic Plan goal number 1 to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities.

RATIONALE FOR RECOMMENDATION

The City received two proposals and determined that Chemical Procurement Services, Inc. was the lowest responsible bidder. This contract will allow the City to maintain a supply of pool treatment chemicals in order to comply with state health and safety codes for the City's three swimming pools.

ALTERNATIVE ACTIONS CONSIDERED

None

CONTACT PERSON

Stephine Chu, Recreation and Youth Services Manager, PRW 510-981-7000
Justin Pitcher, Recreation Program Supervisor, PRW, 510-981-7000

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT: CHEMICAL PROCUREMENT SERVICES LLC. FOR MINI BULK SWIMMING POOL CHEMICALS

WHEREAS, In April of 2026 the City issued an Invitation for Bid (IFB) process for Mini Bulk Swimming Pool treatment chemicals. The IFB was advertised on the City of Berkeley website as well as sent to suppliers in the Greater Bay Area; and

WHEREAS, the City received two proposals and staff determined that Chemical Procurement Services LLC is the lowest responsive bidder; and

WHEREAS, funding in the amount of $175,000 is available, subject to appropriation, in the General Fund (Fund 011) and the Camps Fund (Fund 125); and

WHEREAS, this contract is exempt from the noticing requirements set forth in Government Code Section 3504.1.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute a contract with Chemical Procurement Services LLC for Mini-Bulk Swimming Pool Chemicals in an amount not to exceed $175,000 for the term of 07/01/2026 to 06/30/2028.

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Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Ferris, Director, Parls, Recreation, & Waterfront Department

Subject: Contract No. 32300202 Amendment: Vol-Ten Corp Bus Service for Echo Lake Camp and Recreation Division Programs

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32300202 with Vol-Ten Corporation DBA: Delta Charter Bus to provide charter bus transportation services for Echo Lake Youth Camp and other summer Recreation Division programs by adding $140,000 for a new not to exceed amount of $539,000.

FISCAL IMPACTS OF RECOMMENDATION

On May 23, 2023, City Council adopted Resolution No. 70,854-N.S., authorizing a 3-year contract with Vol-Ten Corporation in an amount not to exceed $399,000. Given the costs of fuel and labor, the current contract funds have been exhausted, and an additional $140,000 in contract authority is needed to support program needs through the summer. This funding is available in the FY26 budget and in the proposed FY27 budget subject to appropriation, in the Camps Fund (Fund 125) and General Fund (Fund 011).

CURRENT SITUATION AND ITS EFFECTS

The City of Berkeley Echo Lake Youth Camp, Teen Weekend, Pre-K Camping Trip, and several Recreation Division summer camp program field trips offer bus transportation as part of the programs. Contracted Transportation Services advances the Strategic Plan goal to be a global leader in addressing climate change, advancing environmental justice, and protecting the environment

Effective January 1, 2026, local agencies are required to satisfy noticing requirements for certain contracts for services that meet the criteria outlined in Government Code Section 3504.1 as amended by AB 339. This project does not meet the criteria in Government Code Section 3504.1 and is exempt from the noticing requirement.

BACKGROUND

In March 2023, the City conducted a Request for Proposal process for Charter Bus Transportation Services for Echo Lake Camp and Select Recreation Division Summer Programs and more than 30 vendors were invited to submit proposals. Staff determined

that Vol-Ten Corporation's proposal best meets the needs of the City. Additional authority is needed for the remaining life of the contract.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
By providing bus transportation to and from camp the number of cars on the road is reduced as are carbon emissions.

RATIONALE FOR RECOMMENDATION
Vol-Ten Corporation was determined to be a responsive and responsible bidder to the Request for Proposal for bus service for the City's charter bus transportation for Echo Lake Camp and other Recreation Division program needs and additional time is left on the current contract. Due to operational need, additional authority is needed for operations and is in the best interest of the City due to current market volatility in fuel costs.

ALTERNATIVE ACTIONS CONSIDERED
None.

CONTACT PERSON
Scott Ferris, Director, Parks, Recreation & Waterfront, 510-981-6700

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 32300202 AMENDMENT: VOL-TEN CORPORATION DBA: DELTA CHARTER BUS FOR CHARTER BUS TRANSPORTATION SERVICES FOR ECHO LAKE CAMP AND SELECT RECREATION DIVISION SUMMER PROGRAMS

WHEREAS, the Parks Recreation & Waterfront Department provides bus transportation services for Echo Lake and Teen Camp programs; and

WHEREAS, on May 23, 2023, City Council adopted Resolution No. 70,854-N.S., authorizing approved a 3-year contract with Vol-Ten Corporation in an amount not to exceed $399,000; and

WHEREAS, due to fuel and labor costs, contract funding has been exhausted and an additional $140,000 in contract authority is needed to support program needs through the summer; and

WHEREAS, funding in the amount of $140,000 is available in the FY 2026 and proposed FY 2027 budgets subject to appropriation in the Camps Fund (Fund 125) and General Fund (Fund 011); and

WHEREAS, this contract is exempt from the noticing requirements set forth in Government Code Section 3504.1; and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute an amendment to Contract No. 32300202 with Vol-Ten Corporation LLC for Charter Bus Services for Echo Lake Camp and select Recreation Division programming in an amount of $140,000 for a new not to exceed amount of $539,000 with no change in the expiration date of the original contract.

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Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jordan Klein, Director, Planning and Development Department

Subject: Storefront Retail Cannabis Establishment: 2590 Telegraph Avenue

RECOMMENDATION

Adopt a Resolution permitting the People's Cannabis Company to operate a storefront retail cannabis establishment at 2590 Telegraph Avenue, pursuant to BMC 23.320.020 (Cannabis Retail), contingent on the company obtaining all other required state and local permits.

FISCAL IMPACTS OF RECOMMENDATION

Operation of the proposed storefront retail cannabis establishment would result in increased revenues from Business License (Cannabis Business (Non-Medical)) taxes and a potential increase in Berkeley's share of sales taxes.

The Patient's Care Collective, which stopped operating on the site in 2024, owes the City approximately $1,600,000 in business license taxes, plus additional fees and interest totaling approximately $1,200,000. The approval of the proposed operating permit would allow the City to collect settlement payments toward these outstanding taxes and fees totaling $600,000.

CURRENT SITUATION AND ITS EFFECTS

From April 2001 to January 2024, the Patient's Care Collective operated as a medical and recreational cannabis establishment at 2588 and 2590 Telegraph Avenue. Upon cessation of operations, it owed approximately $2,816,000 in back taxes and fees. None of these outstanding charges have been collected.

The location is currently vacant. Vacant storefronts on Telegraph Avenue interrupt the continuity of commercial businesses and detract from the overall commercial activity of this section of Telegraph Avenue.

Current regulations permit up to seven storefront retail cannabis establishments to operate in the City of Berkeley. Currently, five are in operation. In addition to lost tax revenue, fewer operating businesses results in less competition, potentially affecting

consumers by increasing prices, limiting selection, or motivating them to shop instead in neighboring jurisdictions.

The owner of People's Cannabis Company has negotiated the terms of a settlement agreement with the City Manager's Office. People's Cannabis Company would commit to regular payments totaling $600,000 towards the unpaid business license taxes owed by Patient's Care Collective for its former operations at the same location. The People's Cannabis Company's permit to operate would be contingent on continued compliance with the agreement.

BACKGROUND

State legalization of the retail sales of recreational cannabis went into effect in January 2018. From 2017 through 2020, the City Council took various actions establishing regulations to allow for retail sales of recreational cannabis, creating a selection process for new retailers, and allowing longtime medical cannabis dispensaries to also start functioning as retailers. Berkeley Municipal Code Chapter 12.22 establishes operating standards for cannabis businesses, including the requirement that cannabis retailers obtain operating permits from and allow inspections by the City of Berkeley Environmental Health Division.

From April 2001 to January 2024, the Patient's Care Collective operated as a medical and, subsequent to legalization, recreational cannabis dispensary at 2590 Telegraph Avenue. Planning staff consulted with the Berkeley Police Department, and no problems with the operation of the former cannabis dispensary were identified. The Patient's Care Collective ceased operations in January 2024, and the storefront has since remained unutilized. Operation of the People's Cannabis Company at the same location is not anticipated to result in any new or unforeseen impacts.

In February 2026, a new operator, operating as the People's Cannabis Company, submitted a completed Cannabis Dispensary Application (***Attachment 2***). Staff have deemed the application complete. The Berkeley Police Department's Community Services Bureau reviewed the Safety and Security procedures document and found them adequate for storefront retail cannabis establishment operations.

Under BMC Section 23.320.020 (Cannabis Retail), storefront retail cannabis establishments are permitted in Commercial zoning districts with a Zoning Certificate. Storefront retail cannabis establishments can be approved, pursuant to BMC 12.22.020 (Selection Process), consistent with a process established by the City Council by resolution. As the City Council has not yet adopted a resolution outlining a selection procedure, staff evaluated this application using the criteria established by City Council in 2014 for the evaluation of medical cannabis dispensaries and found those criteria to be satisfied.

Pursuant to BMC Section 12.22, the People's Cannabis Company will not be able to operate until it has obtained an operating permit from the Environmental Health Division, as well as any other required state or local permits.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Approval of the permit to operate a storefront retail cannabis establishment can support the City's environmental and sustainability goals by reinforcing the regulated market where operations are subject to clear standards around energy use, waste management, and product sourcing. In addition, having a conveniently located legal retailer can reduce vehicle miles traveled by customers who might otherwise drive longer distances to other jurisdictions, thereby lowering associated greenhouse gas emissions.

Operation of the proposed storefront retail cannabis establishment is conditioned on obtaining an operating permit, and submitting to required periodic inspections, from the Environmental Health Division.

RATIONALE FOR RECOMMENDATION

Allowing an additional storefront retail cannabis establishment would support a competitive legal market, expand consumer access to regulated products, generate additional local tax revenue and business activity, and allow the City to recover settlement payments towards the Patient's Care Collective's outstanding taxes and fees. Additionally, as a storefront retail cannabis establishment had operated in this very location for over 20 years, continuing cannabis operations at this location would be unlikely to raise new or unforeseen impacts.

ALTERNATIVE ACTIONS CONSIDERED

The City Council could choose not to permit the People's Cannabis Company to operate a storefront retail cannabis establishment at 2590 Telegraph Avenue.

CONTACT PERSON

Jordan Klein, Planning and Development, 510-981-7534.

Attachments:
1: Resolution
2: Cannabis Dispensary Application

RESOLUTION NO. ##,###-N.S.

RESOLUTION PERMITTING THE PEOPLE'S CANNABIS COMPANY TO OPERATE A STOREFRONT RETAIL CANNABIS ESTABLISHMENT AT 2590 TELEGRAPH AVENUE

WHEREAS, from April 2001 to January 2024, the Patient's Care Collective (PCC) operated as a medical and recreational cannabis dispensary at 2590 Telegraph Avenue; and

WHEREAS, in February 2026, a new operator, operating as the People's Cannabis Company, submitted a completed Cannabis Dispensary Application to operate a storefront retail cannabis establishment at 2590 Telegraph Avenue; and

WHEREAS, pursuant to Berkeley Municipal Code (BMC) Section 12.22.020, the City Council is authorized to establish procedures to approve storefront retail cannabis establishments; and

WHEREAS, pursuant to BMC Section 23.320.020, seven storefront retail cannabis establishments are permitted to operate in the City of Berkeley, but only five are currently in operation; and

WHEREAS, allowing an additional storefront retail cannabis establishments would support a competitive legal market, expand consumer access to regulated products, generate additional local tax revenue and business activity, and allow the City recover settlement payment towards the Patient Care Collective's outstanding taxes and fees; and

WHEREAS, the owner of People's Cannabis Company has negotiated the terms of a settlement agreement with the City Manager's Office, through which People's Cannabis Company would commit to regular payments totaling $600,000 towards the unpaid business license taxes owed by Patient's Care Collective for their former operations at the same location.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that, pursuant to BMC 23.320.020, a permit is hereby granted to the People's Cannabis Company for operation of a storefront retail cannabis establishment at 2590 Telegraph Avenue, subject to obtaining an operating permit from the Environmental Health Division and compliance with all applicable local, State and other regulations; and

BE IT FURTHER RESOLVED, that the permit approval is conditioned upon the People's Cannabis Company's compliance with any agreement between the City Manager and the operator of the People's Cannabis Company to settle the outstanding taxes and fees owed by the former operator, the Patient's Care Collective.

PLANNING & DEVELOPMENT

Land Use Planning,1947 Center Street, 2nd Floor, Berkeley, CA 94704
Tel: 510.981.7410 TDD: 510.981.6903 Fax: 510.981.7420
Email: planning@berkeleyca.gov

DATE STAMP HERE

CANNABIS DISPENSARY APPLICATION FORM

Dispensary Name: People's Cannabis Company

Dispensary Contact (Principal): Erik Miller

Contact Title: CEO

Contact's Mailing Address: 2872 Ygnacio Valley Rd #137, Walnut Creek, CA 94598

Phone #: **E-mail**:

24-Hour Contact Information:

Part B: Dispensary Organization Status

1. Describe the Dispensary's organizational status

People's Cannabis Company is a DBA of 200 MPH Consulting, Inc., a California corporation. Erik Miller is the sole member, and President, Secretary, and Treasurer.

☐ Attach proof of status, such as articles of incorporation, by-laws, partnership agreements, and other documentation as may be appropriate or required by the City.

Part C: Dispensary Description and Location (attach additional sheets if more than one location is being evaluated)

1. Statement of Purpose of Dispensary (a separate sheet may be attached):

The purpose of the dispensary is to facilitate the legal distribution of cannabis to individuals who qualify under the Medicinal and Adult Use Cannabis Regulation and Safety Act.

2. Proposed location of dispensary: 2588 Telegraph Avenue, Berkeley, CA 94704

3. Name and address of property owner Isam Dughman, 426 Castro St, San Francisco, CA 94114

4. Description of neighborhood around the proposed location (surrounding uses, nearby sensitive uses (such as schools), transit access to site, etc. A separate sheet may be attached.

This location was an operating cannabis dispensary from April 2001 to January 2024 with no neighborhood issues.

This block of Telegraph Avenue is home to restaurants, a nail salon, a dance studio, a smoke shop, an axe throwing Shop, and an electronics store. There is an AC Transit bus stop on the corner of Telegraph and Parker serving the 6 Telegraph bus line.

5. Site Plan and Elevations/Photos of Proposed Location (attach). If any exterior alterations are proposed for the existing building, also attach proposed site plans and elevations.

6. Floor Plans (attach). If any interior alterations are proposed for the existing building, also attach proposed floor plans.

Part D: Required supplemental information

This information is required for this application to be considered complete. Attach the following reports to the application. For information about the information required, see Berkeley Municipal Code (BMC) Section 12.21.040(I), BMC Section 12.21.040(H)(I) and the Department of Cannabis Control Regulations Title 4, Division 19).

☐ Business Plan

☐ Neighborhood Compatibility Plan pursuant to requirements listed in BMC Section 12.21.040(I)

Safety and Security Plan pursuant to requirements listed in BMC Section 12.21.040(H)(1)

☐ Environmental Health Permit to Operate (attached)

Part E: Final Location information

Only one site per application can be considered at this point. Attach proof of ownership of the site OR copy of signed lease OR letter of owner's willingness to lease to applicant.

Part F: Bonus supplemental information

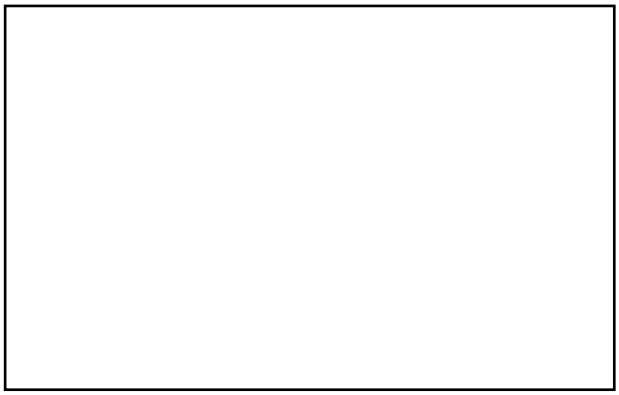
This information is optional but encouraged. If you choose to submit information in any of the following categories, check the appropriate box and attach the report(s) to the application.

- ☐ Availability of Professional Services at Location
- ☐ Enhanced Product Safety
- ☐ Environmental Benefits
- ☐ Community Benefits
- ☐ Labor and Employment
- ☐ Local Enterprise
- ☐ Qualifications of Principals

200 MPH Consulting, Inc.
dba
People's Cannabis Company

Principal Information

Erik Stephen Miller, CEO
2872 Ygnacio Valley Rd #137
Walnut Creek, CA 94598



Erik Miller was one of the principal members of Community Flavor, Inc., which operated the original dispensary at this location from April 2001 to April 2015. With 14 years' experience at this location, he has an established relationship with the landlord and neighboring businesses, and is uniquely qualified to operate a dispensary here.

California Secretary of State
Electronic Filing

FILED
Secretary of State
State of California

General Stock Corporation - Articles of Incorporation

Entity Name:	200 MPH Consulting Inc
Entity (File) Number:	C4838169
File Date:	01/22/2022
Entity Type:	General Stock Corporation
Jurisdiction:	California

Detailed Filing Information

1.	Corporate Name:	200 MPH Consulting Inc
2.	Business Addresses:	
	a. Initial Street Address of Corporation:	972 San Miguel Rd Concord, California, 94518 United States of America
	b. Initial Mailing Address of Corporation:	972 San Miguel Rd Concord, California, 94518 United States of America
3.	Agent for Service of Process:	
	Individual Agent:	Erik S Miller 972 San Miguel Rd Concord, California, 94518 United States of America
4.	Shares:	1000
5.	Purpose Statement:	The purpose of the corporation is to engage in any lawful act or activity for which a corporation may be organized under the General Corporation Law of California other than the banking business, the trust company business or the practice of a profession permitted to be incorporated by the California Corporations Code.

The incorporator affirms the information contained herein is true and correct.

Incorporator: Erik S Miller

Use bizfile.sos.ca.gov for online filings, searches, business records, and resources.

Secretary of State
Certificate of Status

I, SHIRLEY N. WEBER, PH.D., California Secretary of State, hereby certify:

Entity Name:	200 MPH CONSULTING INC
Entity No.:	4838169
Registration Date:	01/22/2022
Entity Type:	Stock Corporation - CA - General
Formed In:	CALIFORNIA
Status:	Active

The above referenced entity is active on the Secretary of State's records and is authorized to exercise all its powers, rights and privileges in California.

This certificate relates to the status of the entity on the Secretary of State's records as of the date of this certificate and does not reflect documents that are pending review or other events that may impact status.

No information is available from this office regarding the financial condition, status of licenses, if any, business activities or practices of the entity.

IN WITNESS WHEREOF, I execute this certificate and affix the Great Seal of the State of California this day of July 14, 2024.

SHIRLEY N. WEBER, PH.D.
Secretary of State

Certificate No.: 228476335

To verify the issuance of this Certificate, use the Certificate No. above with the Secretary of State Certification Verification Search available at **biz**fileOnline.sos.ca.gov.

BYLAWS
of
200 MPH Consulting Inc
(the Corporation)

SHAREHOLDERS

1. Annual Meeting

A meeting of the Shareholders of the Corporation (the "Shareholders") will be held annually for the purpose of electing directors (the "Directors") of the Corporation and for the purpose of doing other business as may come before the meeting. If the day fixed for the annual meeting is a legal holiday in the State of California, the annual meeting will be held on the next succeeding business day or on a date determined by the board of directors for the Corporation (the "Board") that is no later than two weeks after the date specified in the meeting notice.

The Corporation must hold its annual meeting within:

a. 60 days after the date designated for the annual meeting or if no date was designated;
b. 12 months after its last regular meeting.
c. If the annual meeting is not held within that time period then any shareholder entitled to participate in the meeting may apply to the superior court of the proper county to fix the time and place of the meeting.

Management: Erik S Miller will be the President, Secretary, Treasurer and Director

2. Special Meetings

Unless otherwise prescribed by statute, special meetings of the Shareholders, for any purpose or purposes, may only be called in the following ways:

a. By a majority of the Board; or
b. By the president of the Corporation (the "President"); or
c. By the holders of shares entitled to cast in total not less than 10 percent of the votes on any issue proposed for the meeting where written requests describing the purpose or purposes for the special meeting are signed, dated and delivered to a member of the Board or other Officer of the Corporation.

The Board will determine the time, place and date of any special meeting provided that, in the case of a special meeting called by the requisite percentage of Shareholders in accordance with these Bylaws, the Board will issue notice of the special meeting within 20 days of receipt of the written demand(s) by the relevant Officer of the Corporation. The Board will schedule the meeting for a date not less than 35 nor more than 60 days after the receipt of the request.

3. Place of Meeting

The annual meetings or special meetings of the Shareholders may be held at any place in or out of the State of California at a place to be determined at the discretion of the Board. If no designation of the location is made for any annual or special meeting of the Shareholders, the place of the meeting will be the Principal Executive Office of the Corporation. The Corporation must hold its annual meeting within the earlier of: a) six months after the end of the Corporation's fiscal year or; b) fifteen months after its last annual meeting. If an annual meeting is not held within that time period, a Shareholder may direct a request in writing to the Chairman of the Board of the Corporation to hold the annual meeting. If a notice of meeting is not given within 60 days of that request then any Shareholder entitled to vote at an annual meeting may apply to any court having jurisdiction for an order directing that the meeting be held and fixing the time and place of the meeting.

4. Notice of Meetings

The written notice of any meeting will be given not less than 10 days, but not more than 60 days before the date of the meeting to each Shareholder entitled to vote at that meeting. The written notice of the meeting will state the place, date and hour of the meeting, the means of remote communications, if any, and, in the case of a special meeting, the purpose or purposes for which the meeting is called.

If mailed, notice is given when the notice is deposited in the United States mail, postage prepaid, and directed to the Shareholder at the address of the Shareholder as it appears on the records of the Corporation. An affidavit of the secretary (the "Secretary") of the Corporation that the notice has been given will, in the absence of fraud, be prima facie evidence of the facts stated in the notice.

A written waiver, signed by the person entitled to a notice of meeting, or a waiver by electronic transmission by the person entitled to that notice, whether before or after the time stated in the notice, will be deemed equivalent to the person receiving the notice. Further, attendance of a person at a meeting will constitute a waiver of notice of that meeting, except when the person attends a meeting for the express purpose of objecting at the beginning of the meeting to the transaction of any business because the meeting is not lawfully called or convened.

5. Consent of Shareholders in Lieu of Meeting

Any action to be taken at any annual or special meeting of Shareholders, may be taken without a meeting, without prior notice and without a vote, if a consent or consents in writing, setting forth the action to be taken, is signed by the holders of outstanding stock having not less than the minimum number of votes that would be necessary to authorize or take the action at a meeting at which all shares entitled to vote on the matter were present and voted is delivered to the Corporation. Every written consent will bear the date of signature of each Shareholder who signs the consent. However, no written consent will be effective unless the consent is delivered, either by hand or by certified or registered mail, within 90 days of the earliest dated consent, to the Corporation for inclusion in the minutes or filing with the corporate records.

6. Remote Communication Meetings

Remote communication means any electronic communication including conference telephone, video conference, the Internet, or any other method currently available or developed in the future by which Shareholders not present in the same physical location may simultaneously communicate with each other.

Where permitted under the statutes and regulations of the State of California, and in the sole and reasonable discretion of the Board of Directors, a meeting of Shareholders of the Corporation may be held at a specific location or may be held by any means of remote communication. Where a meeting will employ remote communication, one or more Shareholders may participate by means of remote communication or the meeting may be held solely by means of remote communication at the sole discretion of the Board of Directors. Where any remote communication is used in a Shareholder meeting, all persons authorized to vote or take other action at the meeting must be able to hear each other during the meeting and each person will have a reasonable opportunity to participate. This remote participation in a meeting will constitute presence in person at the meeting. All votes or other actions taken at the meeting by means of electronic transmission must be maintained as a matter of record by the Corporation.

7. List of Shareholders Entitled to Vote

The Officer who has charge of the Record of Shareholders of the Corporation will prepare andmake, 10 to 60 days before every meeting of the Shareholders, a complete list of theShareholders entitled to vote at the meeting, arranged in alphabetical order, and showing theaddress of each Shareholder and the number of shares of stock registered in the name of each Shareholder. The list must be available for inspection by any Shareholder. The list must be provided for any purpose related to the meeting:

a. On a reasonably accessible electronic network, so long as the information required to access the list is provided with the notice of the meeting; or
b. During ordinary business hours, at the Registered Office of the Corporation in this state.

If the Corporation decides to make the list available on an electronic network, the Corporation will ensure that this information is available only to Shareholders of the Corporation. If the meeting is to be held at a physical location, then the list will be produced and kept at the time and place of the meeting during the whole time of the meeting and may be inspected by any Shareholder who is present.

If the meeting is to be held solely by means of remote communication, then the list will also be open to the examination of any Shareholder during the whole time of the meeting on a reasonably accessible electronic network, and the information required to access the list will be provided with the notice of the meeting.

If any Director willfully neglects or refuses to produce the list of Shareholders at any meeting for the election of Directors, or to open such a list to examination on a reasonably accessible electronic network during any meeting for the election of Directors held solely by means of remote communication, those Directors will be ineligible for election to any office at that meeting.

The Record of Shareholders will be the only evidence as to who are the Shareholders entitled by this section to examine the list required by this section or to vote in person or by proxy at any meeting of Shareholders.

8. Quorum and Required Vote

A minimum of 51 percent of the shares entitled to vote, present in person or represented by proxy, will constitute a quorum entitled to take action at a meeting of Shareholders.

In all matters other than the election of Directors, any act of the Shareholders must be passed by an affirmative vote of the majority of the shares present in person or represented by proxy at the meeting and entitled to vote on the matter.

Directors will be elected by a majority of the votes of the shares present in person or represented by proxy at the meeting and entitled to vote on the election of Directors.

Where a separate vote by a class or series or classes or series of shares ("Eligible Shares") is required, 51 percent of the outstanding Eligible Shares present in person or represented by proxy, will constitute a quorum entitled to take action with respect to that vote on that matter. Any act to be taken must be passed by an affirmative vote of the majority of the outstanding Eligible Shares present in person or represented by proxy.

9. Shareholders Voting Rights and Proxies

Subject to the Articles of Incorporation, each Shareholder will be entitled to one vote for each share of stock held by that Shareholder.

Each Shareholder entitled to vote at a meeting of Shareholders or to express consent or dissent to corporate action in writing without a meeting may authorize another person or persons to act for that Shareholder by proxy, but no proxy will be valid after 11 months from the date of its execution unless the proxy provides for a longer period.

Execution of a proxy may be accomplished by the Shareholder or by the authorized Officer, Director, employee or agent of the Shareholder, signing the writing or causing that person's signature to be affixed to the writing by any reasonable means including, but not limited to, by facsimile signature.

A duly executed proxy will be irrevocable if it states that it is irrevocable and if, and only as long as, it is coupled with an interest sufficient in law to support an irrevocable power. A proxy may be made irrevocable regardless of whether the interest with which it is coupled is an interest in the shares or an interest in the Corporation generally.

10. Voting Rights of Fiduciaries, Pledgers and Joint Owners of Shares

Persons holding shares in a fiduciary capacity will be entitled to vote the shares so held. Persons whose shares are pledged will be entitled to vote, unless, in the transfer by the pledger on the books of the Corporation, that person has expressly empowered the pledgee to vote the shares, in which case only the pledgee, or that pledgee's proxy, may represent and vote the shares.

11. Voting Trusts and Other Voting Agreements

Two or more Shareholders may, by agreement in writing, create a voting trust by depositing their shares with a voting trustee, who will have the authority to vote the shares in accordance with the terms and conditions of the voting trust agreement. To be valid, the voting trustee must deliver copies of the list of Shareholders and the voting trust agreement to the Secretary of the Corporation. Upon receiving the voting trust agreement, the Corporation will issue new share certificates in the name of the trustee and cancel the old share certificates. The new share certificates issued will state that they are issued pursuant to a voting trust agreement.

Any amendment to a voting trust agreement will be made by a written agreement, a copy of which will be filed with the Secretary of the Corporation.

The right of inspection of any voting trust agreement or related amendment by a Shareholder of record or a holder of a voting trust certificate, in person or by agent, will be the same right of inspection that applies to the securities register of the Corporation.

An agreement between two or more Shareholders, if in writing and signed by the parties to the agreement, may provide that in exercising any voting rights, the shares held by them will be voted as provided by the agreement, or as the parties may agree, or as determined in accordance with a procedure agreed upon by them.

The above provisions concerning voting trusts and voting agreements will not be deemed to invalidate any voting or other agreement among Shareholders or any irrevocable proxy which is not otherwise illegal.

12. Cumulative Voting

Shareholders may use cumulative voting elections when electing Directors.

BOARD OF DIRECTORS

13. General Powers

The business and affairs of the Corporation will be managed by or under the direction of the Board.

14. Number, Tenure and Quorum

The Board will consist of one member, who will be a natural person. Directors need not be Shareholders. The Director will hold office until that Director's successor is elected and qualified or until that Director's earlier resignation or removal. Any Director may resign at any time upon notice given in writing or by electronic transmission to the Corporation. In order to transact business at a meeting of the Directors, a quorum of 51 percent of the total number of Directors eligible to vote will be required. The vote of the majority of the Directors present at a meeting at which a quorum is present will be the act of the Board.

15. Regular Meetings

By resolution, the Board may provide the time and place, either within or without the State of California, for the holding of regular meetings without any notice other than that resolution.

16. Special Meetings

Special meetings of the Board may be called by or at the request of the President or by a majority of the Directors. The person or persons calling that special meeting of the Board may fix any date, time or place, either within or without the State of California, to be the date, time and place for holding that special meeting.

17. Notice

Written notice of the date, time, and place of a special meeting of the Board will be given at least 30 days prior to the date set for that meeting. The written notice can be given personally, by mail, by private carrier, by telegraph, by telephone facsimile, or by any other manner as permitted by the California General Corporation Law. The notice will be given by the Secretary or one of the persons authorized to call Directors' meetings.

If written notice is mailed, correctly addressed to a Director's address as provided in the Corporation's current records, the notice will be deemed to have been given to that Director at the time of mailing. If written notice is sent by private carrier or if the written notice is sent by United States mail, postage prepaid and by registered or certified mail, return receipt requested, the notice will be deemed to have been given to a Director on the date shown on the return receipt. Otherwise notice is effective when received by a Director.

Notice of any Directors' meeting may be waived by a Director before or after the date and time of the meeting. The waiver must be in writing, must be signed by a Director, and must be delivered to the Corporation for inclusion in the minutes or filing with the corporate records. The attendance of a Director at a meeting of the Board will constitute a waiver of notice of that meeting except where a Director attends a meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully convened.

18. Action by Directors Without a Meeting

Any action to be taken at any meeting of the Board or of any committee of the Board may be taken without a meeting if all members of the Board or committee, as the case may be, consent to it in writing, or by electronic transmission and the writing or writings or electronic transmission or transmissions are filed with the minutes of proceedings of the Board, or committee. This filing will be in paper form if the minutes are maintained in paper form and will be in electronic form if the minutes are maintained in electronic form.

19. Remote Communication Meetings

Remote communication means any electronic communication including conference telephone, video conference, the Internet, or any other method currently available or developed in the future by which Directors not present in the same physical location may simultaneously communicate with each other.

A meeting of the Board may be held by any means of remote communication by which all persons authorized to vote or take other action at the meeting can hear each other during the meeting and each person has a reasonable opportunity to participate. This remote participation in a meeting will constitute presence in person at the meeting.

20. Vacancies and Newly Created Directorships

When vacancies or newly created directorships resulting from any increase in the authorized number of Directors occur, a majority of the Directors then in office, although less than a quorum, or a sole remaining Director will have the power to appoint new Directors to fill this vacancy or vacancies. Each new Director so chosen will hold office until the next annual meeting of the Shareholders.

If at any time, by reason of death or resignation or other cause, the Corporation should have no Directors in office, then any Officer or any Shareholder or an executor, administrator, trustee or guardian of a Shareholder, or other fiduciary entrusted with like responsibility for the person or estate of a Shareholder, may call a special meeting of Shareholders for an election to fill the vacancy.

When one or more Directors resign from the Board and the resignation is to become effective at a future date, a majority of the Directors then in office, including those who have so resigned, will have the power to appoint new Directors to fill this vacancy or vacancies. The appointments of these new Directors will take effect when the resignation or resignations are to become effective, and each new Director so chosen will hold office until the next annual meeting of the Shareholders.

21. Removal

Any Director or the entire Board may be removed, with or without cause, by the holders of a majority of the shares then entitled to vote at an election of Directors at a special meeting of the Shareholders called for that purpose. No director may be removed when the votes cast against removal would be sufficient to elect the director if voted cumulatively at an election where the same total number of votes were cast.

22. Organization

Meetings of the Board will be presided over by the President, or in the President's absence by a Director chosen at the meeting. The Secretary will act as secretary of the meeting, but in the absence of the Secretary, the person presiding at the meeting may appoint any person to act as secretary of the meeting.

23. Chairman of the Board

The Chairman of the Board, if present, will preside at all meetings of the Board, and exercise and perform any other authorities and duties as may be from time to time delegated by the Board.

24. Compensation

The Board will, by resolution, fix the fees and other compensation for the Directors for their services as Directors, including their services as members of committees of the Board. All changes to Director compensation are subject to ratification by the Shareholders.

25. Presumption of Assent

A Director of the Corporation who is present at a meeting of the Board will be presumed to have assented to an action taken on any corporate matter at the meeting unless:

a. The Director objects at the beginning of the meeting, or promptly upon the Director's arrival, to holding the meeting or transacting business at the meeting;
b. The Director's dissent or abstention from the action taken is entered in the minutes of the meeting; or
c. The Director delivers written notice of the Director's dissent or abstention to the presiding officer of the meeting before the adjournment of the meeting or to the Corporation within a reasonable time after adjournment of the meeting.

Any right to dissent or abstain from the action will not apply to a Director who voted in favor of that action.

COMMITTEES

26. Appointment

The Board may designate one or more committees, each committee to consist of one or more of the Directors of the Corporation. The Board may designate one or more Directors as alternate members of any committee, who may replace any absent or disqualified member at any meeting of the committee.

In the absence or disqualification of a member of a committee, the member or members present at any meeting and not disqualified from voting, whether or not that member or members constitute a quorum, may unanimously appoint another member of the Board to act at the meeting in the place of any absent or disqualified member.

The committee or committees, to the extent provided in the resolution of the Board will have and may exercise all the powers and authority of the Board in the management of the business and affairs of the Corporation, and may authorize the seal of the Corporation to be affixed to all papers which may require it. No such committee will have the power or authority in reference to the following matters:

a. Approving or adopting, or recommending to the Shareholders, any action or matter (other than the election or removal of Directors) expressly required by the California General Corporation Law to be submitted to Shareholders for approval; or
b. Adopting, amending or repealing any Bylaw of the Corporation.

27. Tenure

Each member of a committee will serve at the pleasure of the Board.

28. Meetings and Notice

The method by which Directors' meetings may be called and the notice requirements for these meetings as set out in these Bylaws will apply to any committee designated by the Board as appropriate.

29. Quorum

The requirements for a quorum for the Board as set out in these Bylaws will apply to any committee designated by the Board as appropriate.

30. Action Without a Meeting

The requirements and procedures for actions without a meeting for the Board as set out in these Bylaws will apply to any committee designated by the Board as appropriate.

31. Resignation and Removal

Any member of a committee may be removed at any time, with or without cause, by a resolution adopted by a majority of the full Board. Any member of a committee may resign from the committee at any time by giving written notice to the Chairman of the Board of the Corporation, and unless otherwise specified in the notice, the acceptance of this resignation will not be necessary to make it effective.

32. Vacancies

Any vacancy in a committee may be filled by a resolution adopted by a majority of the full Board.

33. Committee Rules of Procedure

A committee will elect a presiding officer from its members and may fix its own rules of procedure provided they are not inconsistent with these Bylaws. A committee will keep regular minutes of its proceedings, and report those minutes to the Board at the first subsequent meeting of the Board.

OFFICERS

34.Appointment of Officers

The Officers of the Corporation (individually the "Officer" and collectively the "Officers") will consist of the President, a treasurer (the "Treasurer") and the Secretary. The Officers will be appointed by the Board at the first meeting of the Directors or as soon after the first meeting of the Directors as possible, if Officers have not already been appointed. Any appointee may hold one or more offices.

35. Term of Office

Each Officer will hold office until a successor is duly appointed and qualified or until the Officer's death or until the Officer resigns or is removed as provided in these Bylaws.

36. Removal

Any Officer or agent appointed by the Board or by the Incorporators may be removed by the Board at any time with or without cause, provided, however, any contractual rights of that person, if any, will not be prejudiced by the removal.

37. Vacancies

The Board may fill a vacancy in any office because of death, resignation, removal, disqualification, or otherwise.

38. President

Subject to the control and supervisory powers of the Board and its delegate, the powers and duties of the President will be:

a. To have the general management and supervision, direction and control of the business and affairs of the Corporation;
b. To preside at all meetings of the Shareholders when the Chairman of the Board is absent;
c. To call meetings of the Shareholders to be held at such times and at such places as the President will deem proper within the limitations prescribed by law or by these Bylaws;
d. To ensure that all orders and resolutions of the Board are effectively carried out;
e. To maintain records of and certify, whenever necessary, all proceedings of the Board and the Shareholders;
f. To put the signature of the Corporation to all deeds, conveyances, mortgages, guarantees, leases, obligations, bonds, certificates and other papers and instruments in writing which have been authorized by the Board or which, in the opinion of the President, should be executed on behalf of the Corporation; to sign certificates for the Corporation's shares; and, subject to the instructions of the Board, to have general charge of the property of the Corporation and to supervise and manage all Officers, agents and employees of the Corporation; and
g. To perform all other duties and carry out other responsibilities as determined by the Board.

39. Treasurer

Subject to the control and supervisory powers of the Board and its delegate, the powers and duties of the Treasurer will be:

a. To keep accurate financial records for the Corporation;
b. To deposit all money, drafts and checks in the name of and to the credit of the Corporation in the banks and depositories designated by the Board;
c. To endorse for deposit all notes, checks, drafts received by the Corporation as instructed by the Board, making proper vouchers for them;
d. To disburse corporate funds and issue checks and drafts in the name of the Corporation, as instructed by the Board;
e. To submit to the President and the Board, as requested, an account of all transactions by the Treasurer and the financial condition of the Corporation;
f. To prepare and submit to the Board annual reports detailing the financial status of the Corporation; and
g. To perform all other duties and carry out other responsibilities as prescribed by the Board or the President.

40. Secretary

The Secretary will perform the following duties:

a. Prepare the minutes of the meetings of the Shareholders and meetings of the Board and keep those minutes in one or more books provided for that purpose;
b. Authenticate the records of the Corporation as will from time to time be required;

c. Ensure that all notices are duly given in accordance with the provisions of these Bylaws or as required by law;
d. Act as custodian of the corporate records and of the corporate seal, if any, and ensure that the seal of the Corporation, if any, is affixed to all documents the execution of which on behalf of the Corporation under its seal is duly authorized;
e. Keep a register of the post office address of each Shareholder;
f. Sign, along with the President, certificates for shares of the Corporation, the issuance of which will have been authorized by resolution of the Board;
g. Have general charge of the Record of Shareholders of the Corporation; and
h. Perform all duties incidental to the office of Secretary and any other duties as from time to time may be delegated to the Secretary by the President or the Board.

41. Delegation of Authority

The Board reserves the authority to delegate the powers of any Officer to any other Officer or agent, notwithstanding any provision in these Bylaws.

LOANS, CHECKS, DEPOSITS, CONTRACTS

42. Loans

Without authorization by a resolution of the Board, the Corporation is prohibited from making or accepting loans in its name, or issuing evidences of indebtedness in its name. The authorization of the Board for the Corporation to perform these acts can be general or specific.

43. Checks, Drafts, Notes

All checks, drafts, or other orders for the payment of money, notes, or other evidences of indebtedness issued in the name of the Corporation must be signed by a designated Officer or Officers, agent or agents of the Corporation and in a manner as will from time to time be determined by resolution of the Board.

44. Deposits

All funds of the Corporation not otherwise used will be deposited to the credit of the Corporation in banks, trust companies, or other depositories designated by the Board.

45. Voting Securities Held by the Corporation

The President, or another Officer or agent designated by the Board will, with full power and authority attend, act, and vote, on behalf of the Corporation, at any meeting of security holders or interest holders of other corporations or entities in which the Corporation may hold securities or interests. At that meeting, the President or other delegated agent will have and execute any and all rights and powers incidental to the ownership of the securities or interests that the Corporation holds.

46. Contracts

The Board may give authority to any Officer or agent, to make any contract or execute and deliver any instrument in the name of the Corporation and on its behalf, and that authority may be general or specific.

47. Conflict of Interest by Directors

A Director or Officer of the Corporation will not be disqualified as a Director or Officer for the sole reason that the Director or Officer deals or contracts with the Corporation either as a vendor, purchaser, or otherwise.

APPENDIX - Glossary

Bylaws - the purpose of these bylaws (the "Bylaws") is to provide rules governing the internal management of the Corporation.

Chairman of the Board - Once a Board of Directors has been appointed or elected by the Shareholders, the Board will then elect a chairman (the "Chairman of the Board"). The Chairman of the Board will act to moderate all meetings of the Board of Directors and any other duties and obligations as described in these Bylaws.

Corporate Officer - A corporate officer (individually the "Officer" and collectively the "Officers") is any individual acting for or on behalf of the Corporation. An Officer of the Corporation will usually be appointed to a specific task such as secretary, president, treasurer or other similar position. One person may hold several offices. The Officers will manage the day-to-day operations of the Corporation and report to the Board of Directors.

Principal Executive Office - The Principal Executive Office for the Corporation is where the President of the Corporation has an office.

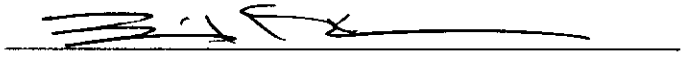
Principal Office - The Principal Office of the Corporation is the address designated in the annual report where the executive offices of the Corporation are located.

Principal Place of Business - The Principal Place of Business is the address at which the Corporation conducts its primary business.

Registered Office - The Registered Office is the physical street address within the state where the registered agent can be contacted during normal business hours for service of process.

Record of Shareholders - A Record of Shareholders is the complete record of the owners of shares of stock in the Corporation

Dated 01/22/2022



Erik S Miller (The "President")

General Notes

1. All work and materials to conform to the requirements of local and state codes and the specifications of the National Board of Fire Underwriters. All work shall be done in accordance with the requirements of the city and/or appropriate authority having jurisdiction over construction where the project is located.
2. **Contractor shall check and verify all plan dimensions and conditions before proceeding with construction and shall report any disrepancies to the Architect for correction before beginning any work.**
3. Do not scale drawings. All written dimensions govern.
4. The Architect is not responsible for any deviations from the plans and specification information.
5. The Architect shall not have control or charge of and shall not be responsible for construction means, methods, techniques, sequences, or procedures, for safety precautions and programs in connection with the work, or the acts or omissions of the Contractor, subcontractors, or any other persons performing any work, or for failure of any of them to carry out the work in accordance with the construction documents.
6. The following set of drawings is an instrument of professional service and shall remain the property of Drafting Cafe, whether the project is executed or not. No changes, alterations, or deletions may be made hereto except by the Architect.

Symbol Legend

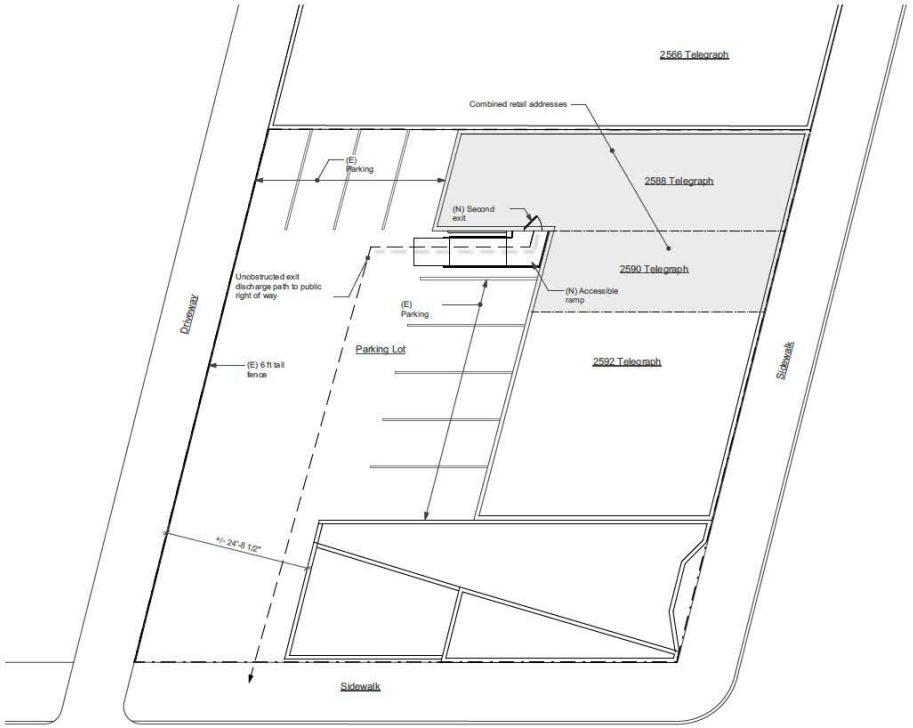
- Building Section Reference (drawing #/ sheet #)
- Grid Line
- Wall Section Reference (drawing #/ sheet #)
- Detail Reference (drawing #/ sheet #)
- Datum or Elevation Point
- Vantage Point
- Door Symbol
- Elevation Reference (drawing #/ sheet #)
- Window Symbol
- Room Name / Room Number (100)
- Key Note

Abbreviations

AD	Area Drain	MECH	Mechanical
ADJ	Adjustable	MIN	Minimum
AFF	Above Finish Floor	MTL	Metal
AGGR	Aggregate		
ARCH	Architectural	(N)	New
ASPH	Asphalt	NIC	Not In Contract
		NTS	Not To Scale
BLDG	Building		
BLK	Block	OBS	Obscure
BLKG	Blocking	OC	On Center
BO	Bottom Of	OD	Outside Diameter
BW	Bottom of Wall	OPN'G	Opening
CPT	Carpet	PLAM	Plastic Laminated
CAB	Cabinet	PL	Property Line
CJ	Construction Joint	PLT	Steel Plate
CL	Center Line	PLYWD	Plywood
Cl/OS	Closet	PT	Point
CLG	Ceiling		
CLR	Clear	QTY	Quantity
CO	Clean Out	R	Riser
COL	Column	RAD	Radius
CONC	Concrete	RET	Retaining
CONT	Continuous	R/A	Return Air
CSMT	Casement	RD	Round
CT	Ceramic Tile	RD	Roof Drain
CS	Counter Sink	REF	Refrigerator
		REG	Register
DEMO	Demolition	REINF	Rinforced
DET	Detail	REQ'D	Required
DH	Double Hung	RO	Rough Opening
DF	Douglas Fir	RWD	Redwood
DIAG	Diagonal	RWL	Rain Water Leader
DIM	Dimension		
DWGS	Drawings	SAG	Supply Air Grill
DN	Down	SV	Sheet Vinyl
DS	Downspout	SH	Single Hung
		SHT	Sheet
(E)	Existing	SIM	Similar
EJ	Expansion Joint	SM	Sheet Metal
EL	Elevation	SQ	Square
EQ	Equal	SSD	See Structural Drawings
EXT	Exterior	SS	Stainless Steel
		STD	Standard
FD	Floor Drain	STL	Steel
FF	Finish Floor	STRUC	Structural
FIN	Finish		
FOC	Face Of Concrete	T	Tread
FOS	Face Of Stud	TC	Top Of Curb
FOW	Face Of Wall	TEMP	Tempered Glass
FTG	Footing	TJI	Truss Joist
		TO	Top Of
GA	Gauge	TOC	Top Of Concrete
GALV	Galvanized	TYP	Typical
GWB	Gypsum Wall Board	TW	Top Of Wall
GL	Glass	TS	Tube Steel
GLU LAM	Glue Laminated		
GSM	Galv. Sheet Metal	UON	Unless Otherwise Noted
HB	Hose Bibb	VERT	Vertical
HGT	Height	VIF	Verify In Field
HM	Hollow Metal	VTO	Vent To Outside
HOR	Horizontal		
HP	High Point	W	With
		WC	Water Closet
ID	Inside Diameter	WD	Wood
INSUL	Insulation	WH	Water Heater
INT	Interior	WP	Waterproof
		WPT	Work Point
JBOX	Junction Box		
JT	Joint	YD	Yard
LAM	Laminated		
LAV	Lavatory		
LP	Low Point		

Codes and Regulations

2016 California Building Code	2016 California Green Building Code
2016 California Residential Code	2016 California Energy Code
2016 California Mechanical Code	2016 California Fire Code
2016 California Electrical Code	Local codes, amendments and ordinances
2016 California Plumbing Code	



1 Existing Site Plan
1" = 10'-0"

Scope of Work

New 3 ft. opening on second floor between combined retail units. New accessible egress to rear parking lot.

Drawing List

Architectural

A0.1 Cover Sheet/ Site Plan
A1.1 Existing Floor Plans
A1.2 Proposed Floor Plans
A1.3 Reflected Ceiling Plan
A2.1 Front Elevation & Building Section

Property Information

APN: 55-1837-3

Address: 2590 Telegraph Avenue
Berkeley, CA 94704

Project Team

ARCHITECT:

DRAFTING CAFE ARCHITECTS
Ethan Andersen, AIA
170 Santa Clara Ave Ste 102
Oakland, CA 94610
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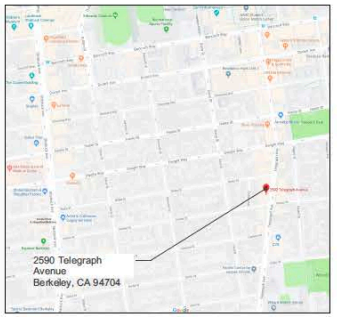
Development Information

Zoning District	C-T		
Areas	**Existing**	**Proposed**	**Allowable**
Total Lot Area (sq ft)	10,200 sf	No change	-
Total Floor Area (sq ft)	2,208 sf	No change	-

California Building Code Notes

Occupancy Code: "M" Mercantile
Construction Type: Type V B
Fire Sprinklers: None
Fire Alarm: None

Vicinity Map



Location Map



2590 Telegraph Ave
Berkeley, CA 94704

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www.draftingcafe.com

LICENSED ARCHITECT
ETHAN C ANDERSEN
C-34235
May 31, 2019
RENEWAL DATE
STATE OF CALIFORNIA

REVISIONS NO.	DESCRIPTION	DATE

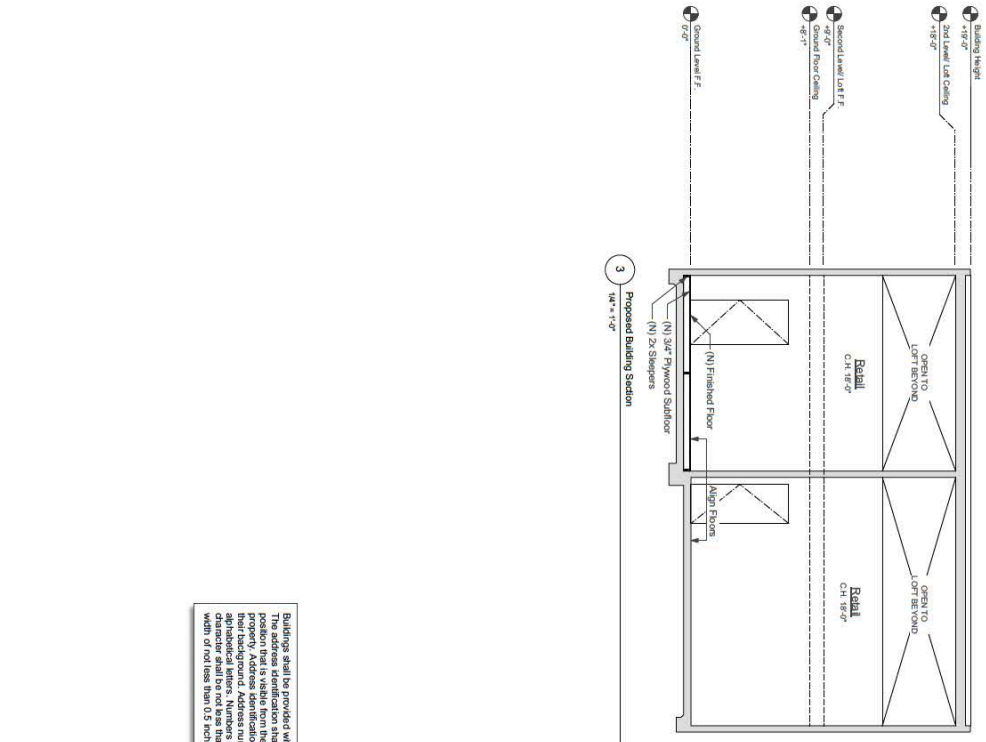
Cover Sheet
Ext. Floor Plans

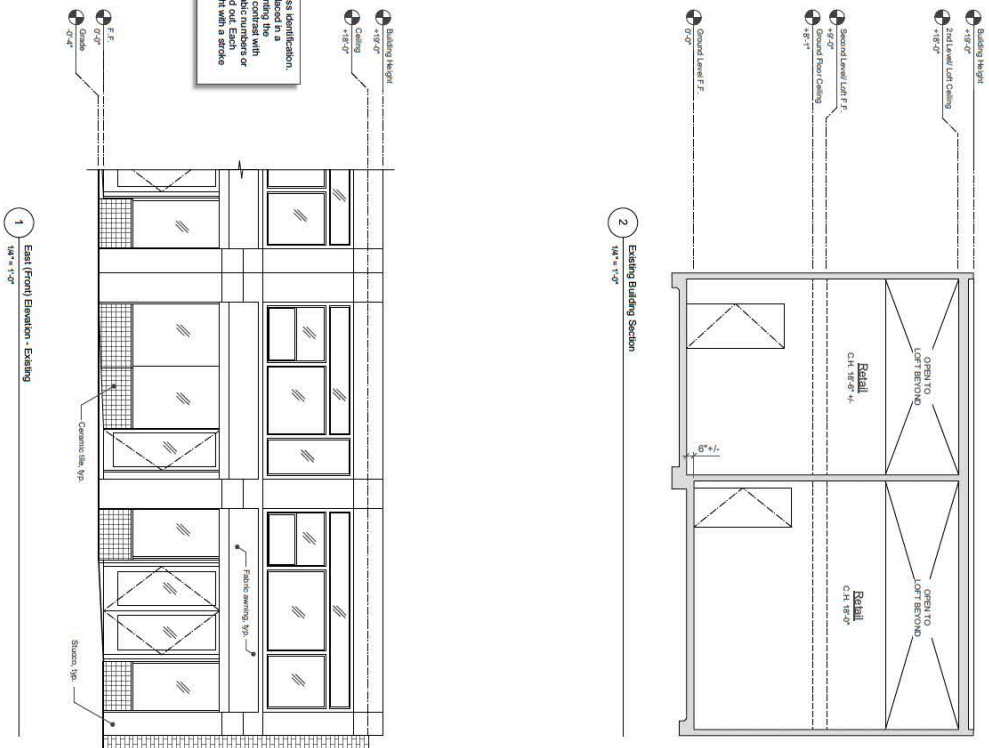
DATE August 14th, 2019

PROJECT 18042

SCALE 1" = 10'

A0.1





Buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches in height with a stroke width of not less than 0.5 inch.

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2590 Telegraph Ave
Berkeley, CA 94704

REVISIONS		
NO.	DESCRIPTION	DATE

Ext. Front Elev & Building Section

DATE August 14th, 2019

PROJECT 18042

SCALE 1/4" = 1'-0"

A2.1

PREMISES DIAGRAM

The premises diagram must be drawn to scale and clearly identify property boundaries, entrances, exits, interior partitions, walls, rooms, windows and doorways. The activities in each room and the location of all cameras must be identified on the diagram. For more detailed information see the instructions on the back.

Full Name of Applicant		License Type Applied For
Team Handed Corporation dba Patient's Care Collective		Microbusiness

Proposed Premises Street Address	City	State	ZIP	Nearest Cross Street
2590 Telegraph Ave	Berkeley	CA	94704	Parker

Dimensions Top Level:

Office/Distribution:
N 27' x E 16'5"
S 29' x W 17'2"

Packing & Labeling/ Stroarage Room:
N 8' x E 13'5"
S 10' x W 13'10"

Dimensions Lower Level:

Adult Customer Sales:
N 33' x E 17'2"
S 31' x W 16'5"

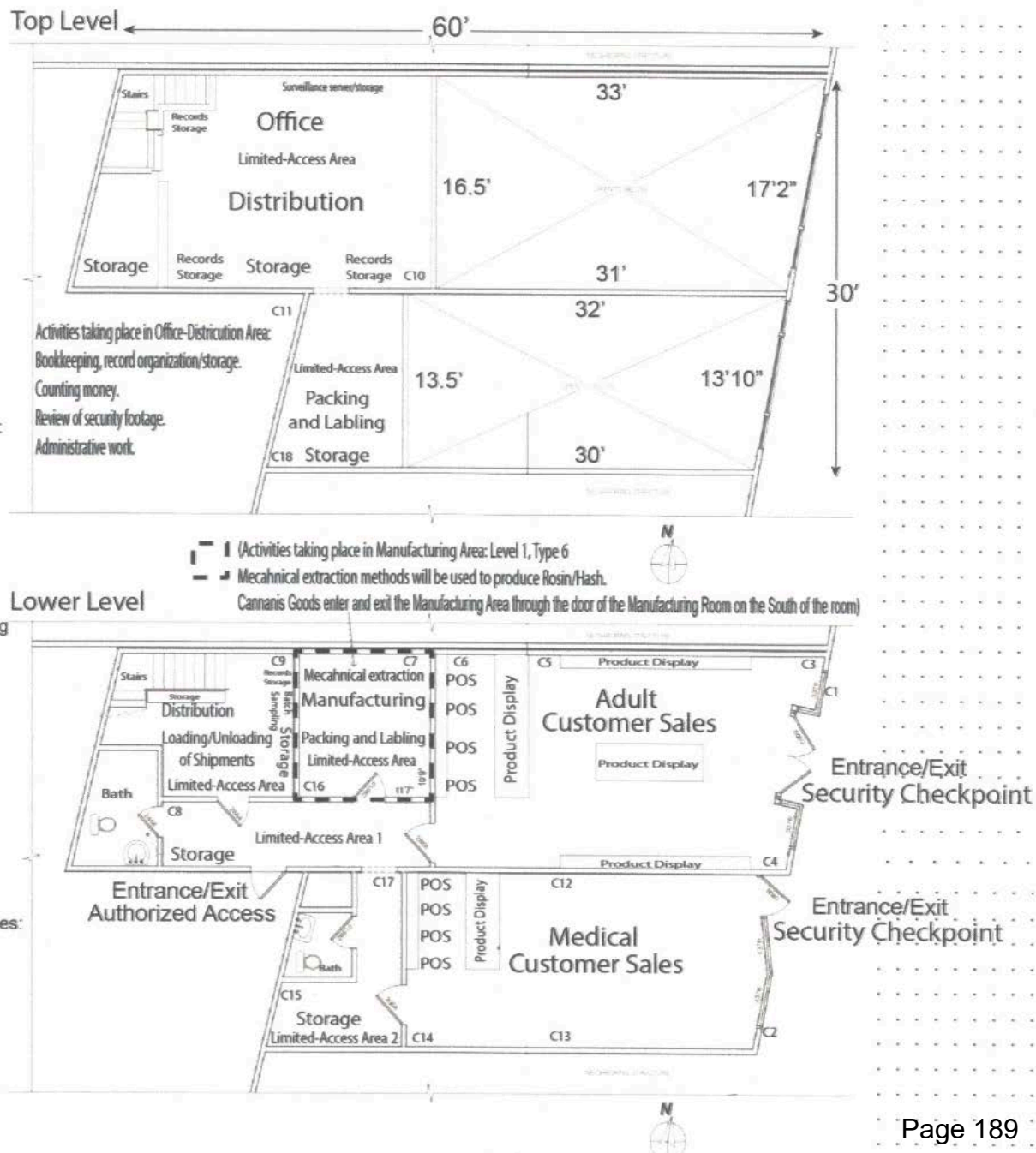
Manufacturing/ Packing & Labeling:
N 11'7" x E 10'9"
S 11'7" x W 10'9"

Distribution/ Loading and Unloading of Shipments:
N 11'11" x E 10'9"
S 11'11" x W 10'9"

Limited-Access 1/ Strorage:
N 22'6" x E 5'1"
S 22'6" x W 5'1"

Limited-Access 2/ Strorage:
N 9'2" x E 5'4"
S 10' x W 5'4"

Medical Customer Sales:
N 32' x E 13'10"
S 30' x W 13'5"



The Principle activities to be conducted are Adult and Medical Retail, Distribution and Manufacturing.

People's Cannabis Company: Business Plan

Table of Contents

1. Executive Summary
2. Company Description
3. Social Equity Program Participation
4. Management Team
5. Financial Projections
6. Marketing and Sales Strategy
7. Competitive Analysis
8. Operational Plan
9. Community Benefits
10. Conclusion

1. Executive Summary

People's Cannabis Company will be a licensed retail cannabis dispensary in Berkeley, California, established by Erik Miller, a seasoned professional with 14 years of experience in the cannabis retail industry. People's Cannabis Company prioritizes providing a welcoming and educational environment for adult consumers (21+) while offering a curated selection of high-quality, locally-sourced cannabis products. We are committed to responsible retailing, social equity within the cannabis industry, and giving back to the local community.

2. Company Description

People's Cannabis Company will be a licensed cannabis retailer with a deep understanding of customer needs and a dedication to ethical sourcing practices. Our passionate and knowledgeable staff will be specifically chosen for their in-depth knowledge of:

- Cannabis products and their effects
- Cannabis safe use practices
- Local and state cannabis regulations

People's Cannabis Company will prioritize creating an inclusive atmosphere where everyone feels comfortable exploring cannabis products, regardless of prior experience. Many Bay Area cannabis consumers are knowledgeable, and are seeking a trustworthy and informative cannabis retail experience, including:

- High-quality cannabis flower, edibles, and concentrates
- Locally-sourced and organic products
- Educational resources and knowledgeable staff

The location at 2588 Telegraph Avenue was previously home to a cannabis dispensary from 2001 to January 2024, and has a good reputation with cannabis consumers and the neighborhood businesses.

3. Social Equity Program Participation

People's Cannabis Company is firmly committed to social equity in the cannabis industry. We understand the importance of leveling the playing field and will actively participate in local social equity program initiatives through purchasing decisions, partnerships, mentorship and guidance, and community outreach.

4. Management Team

- **Erik Miller, CEO:** 15 years of experience in cannabis retail operations, proven track record of profitability and community involvement. Skilled in staff training, inventory control, and ensuring regulatory compliance.
- **Staff:** The People's Cannabis Company team will consist of people with experience in customer service and extensive cannabis product knowledge. We will also have licensed security guards on-site during operating hours and during opening and closing procedures.

5. Financial Projections

Our financial projections demonstrate the viability of People's Cannabis Company. We present conservative estimates for the following over the first three years of operation:

- **Sales Forecasts:** Based on market research, industry benchmarks, and previous retail performance at this location, we project sales of $2,000,000 in year 1, $2,500,000 in year 2, and $2,750,000 in year 3. We will refine these forecasts quarterly based on actual sales data.
- **Operational Expenses:** We project operational expenses of $2,000,000 in year 1, including startup costs, staff salaries, rent, inventory costs, marketing expenses, and taxes. These expenses will decrease as a percentage of revenue over time.
- **Projected Profitability:** We project profitability by year 2, with increased profitability in the following years.

6. Marketing and Sales Strategy

People's Cannabis Company will implement a data-driven marketing and sales strategy that reaches our target audience while adhering to local regulations regarding cannabis advertising. Our approach will include:

- **Digital Marketing:** Develop a user-friendly website with:
    - Informative product descriptions
    - Educational resources, including tutorials on safe cannabis use
    - Age-verification technology
    - SEO optimization

- **Content Marketing:** Create informative blog posts and social media content aligned with customer survey findings. Examples include:

    - **Product Reviews:** Feature high-quality, locally-sourced products with detailed descriptions and potential effects.

    - **Safe Cannabis Use Guides:** Address topics like proper dosing, consumption methods, and responsible storage. Consider infographics or short explainer videos to enhance understanding.
    - **Local Cannabis News:** Share relevant industry updates and educational content. Utilize curated content from reputable sources and highlight local cannabis news and events.

- **Local Partnerships:** Partner with complementary local businesses to reach a wider audience who might be interested in cannabis for relaxation or pain management. Examples include yoga studios, art galleries, and wellness centers. Explore opportunities for co-branding initiatives or hosting educational events at our dispensary.

- **Loyalty Programs:** Implement a customer loyalty program rewarding repeat business and incentivizing referrals. This could include points programs or exclusive discounts tailored to customer preferences based on survey data (e.g., discounts on locally-sourced products or educational workshops).

- **In-Store Experience:** Create a welcoming and informative in-store experience with knowledgeable, friendly staff providing exceptional customer service. Offer educational workshops on-site to further engage customers, addressing topics identified in customer surveys, such as product selection based on desired effects or terpene profiles (aromatic compounds in cannabis).

7. Competitive Analysis

The Berkeley cannabis market currently includes five other established dispensaries. People's Cannabis Company will differentiate itself by:

- **Customer Experience:** Prioritizing a welcoming and educational environment with knowledgeable, friendly staff ensures a positive customer experience.
- **Focus on Local Sourcing:** Our dedication to sourcing products locally fosters trust, strengthens the local economy, and aligns with customer preferences for fresh, high-quality cannabis.
- **Educational Focus:** Workshops led by industry professionals set us apart and empower customers to make informed choices, addressing their desire for educational resources.
- **Social Equity Commitment:** Our active participation in social equity programs demonstrates a commitment to social justice in the cannabis industry, resonating with socially conscious consumers.
- **Data-Driven Approach:** Utilizing customer survey data allows us to tailor our product selection, educational resources, and loyalty program to better meet unmet customer needs compared to other dispensaries.

8. Operational Plan

People's Cannabis Company will prioritize smooth and efficient operations to ensure a positive customer experience and regulatory compliance. Here's a breakdown of our operational plan:

- **Staffing:** We will recruit and train a team with a passion for cannabis and excellent customer service. All staff will undergo regular training on product knowledge, responsible cannabis use,

and age verification procedures. We will also have licensed security guards on-site during operating hours.

- **Inventory Management:** We will establish a strict inventory control system using seed-to-sale tracking software to ensure compliance with regulations and minimize shrinkage.
- **Supplier Relationships:** We will develop strong relationships with reputable and licensed cultivators, processors, and distributors within Berkeley and surrounding areas, prioritizing social equity vendors whenever possible. This ensures a consistent supply of high-quality, locally-sourced cannabis products.
- **Security Protocols:** We will implement a comprehensive security plan that includes:
    - High-definition security cameras with 24/7 monitoring
    - Monitored alarm system with emergency “panic buttons”
    - Cashless payment system to reduce cash handling risks
    - Licensed security guards on-site during operating hours
    - Rigorous access control procedures to prevent unauthorized entry
- **Compliance:** We will maintain the highest standards of compliance with all local, state, and federal cannabis regulations. We will have a designated compliance officer to monitor regulations and ensure adherence.

9. Community Benefits

People's Cannabis Company is committed to being a positive and socially responsible force in Berkeley. We will achieve this through:

- **Local Sourcing:** Prioritizing purchasing cannabis products sourced from within Berkeley and the surrounding area to support the local economy and foster a strong community connection.
- **Charitable Donations:** Donating a portion of our profits to local charities focused on social justice initiatives, community development, and cannabis education programs. We will prioritize organizations supporting social equity in the cannabis industry.
- **Educational Workshops:** Hosting free educational workshops for the community on safe cannabis use, responsible cultivation practices, and the history of cannabis legalization. These workshops will be led by industry professionals and open to the public (21+).
- **Community Engagement:** Partnering with local organizations to sponsor events, and volunteer our time for community improvement initiatives. For example, partnering with a local environmental organization for a neighborhood park clean-up day, or sponsoring a community art event.

10. Conclusion

People's Cannabis Company will be a responsible and valuable addition to the Berkeley cannabis industry. We are committed to providing high-quality cannabis products, fostering a safe and educational environment for customers, actively participating in social equity programs, and giving back to the local community. Our data-driven approach, focus on local sourcing, and commitment to social responsibility position us for success in a competitive market.

People's Cannabis Company
Neighborhood Compatibility Plan
July 2024

The property at 2588 Telegraph Avenue previously operated as a cannabis dispensary from April 2001 to January 2024. During that time an excellent relationship was established with the neighbors and neighboring businesses. People's Cannabis Company plans to continue those good relationships through:

- Security patrols during operating hours
- Exterior cameras monitoring the front, rear, and parking areas of the dispensary
- Designating a community relations staff person
- Providing BPD and neighboring businesses with a 24-hour contact person
- Educating dispensary patrons about neighborhood best practices
- Ensuring that any neighborhood concerns are addressed immediately

People's Cannabis Company
Safety and Security Procedures
July 2024

1. Definitions

1.1. Guard Card. In California, security guards are licensed by the Bureau of Security and Investigative Services (BSIS). In order to get a security guard license (guard card), you must first complete a pre-licensing course, often referred to as a "guard card class".

1.2. Employee I.D. Badge. A laminated or plastic-coated identification badge issued by the licensee and worn at all times while engaging in commercial cannabis activity. The identification badge shall, at a minimum, include the licensee's "doing business as" name and license number, the employee's first name, an employee number exclusively assigned to that employee for identification purposes, and a color photograph of the employee that clearly shows the full front of the employee's face and that is at least 1 inch in width and 1.5 inches in height.

1.3. Limited-Access Area. Established areas where only authorized individuals may enter. Authorized individuals include individuals employed by the retailer as well as any outside vendors, contractors, or other individuals conducting business that requires access to the limited access area. An individual in the limited-access area who is not employed by the retailer shall be escorted by an employee of the licensee at all times within the limited-access area. An individual who enters the limited-access area shall be at least 21 years of age. A log of all authorized individuals who are not employees of the retailer who enter the limited-access area is maintained at all times.

2. Policy

2.1. It is the policy of People's Cannabis Company for all Security Personnel to maintain a current Guard Card and carry it with them at all times at work.

2.2. Furthermore, it is our policy to train all Security Personnel on Security Procedures and to retain those training records for future inspection.

3.0. Purpose

3.1. The purpose of this document is to (1) identify the goals and objectives of the Security Procedures, (2) implement policies at People's Cannabis Company related to the Security Procedures, (3) ensure the safety of employees and customers.

4.0. Scope

4.1. This procedure applies to the Security Manager and all Security Personnel who are employed by People's Cannabis Company.

4.2. The General Manager and Supervisors shall also be trained on Security Procedures.

5.0. Responsibilities

5.1. Security Manager - is responsible for implementing and training security personnel on Security Procedures.

5.2. Security Personnel - are responsible for ensuring that the Security procedures are followed.

6.0. Required Supplies

6.1. Limited-Access Area Visitors Log.

6.2. Security Daily Reports and Incidents Reports Log.

6.3. Guard Card.

7.0. Procedure

7.1. The primary role for security personnel is to observe and report, and to prevent problems at People's Cannabis Company. These could be problems related to robbery, nuisance activity, law enforcement activity, or other threats or incidents. Security personnel are expected to be alert at all times and carry their Guard Card (do not carry any weapons on you while on scheduled shifts at People's Cannabis Company). Please talk with your Supervisor if you have questions or concerns regarding your role or duties.

In addition to normal operating procedures and instructions from your Supervisor, be careful to uphold these security procedures at People's Cannabis Company:

7.1.1. Be friendly to other staff, members and neighbors at all times. Be sure that you are treating others like human beings first. Keep the work environment stress free and comfortable – both in front of the customers and elsewhere. Avoid long in-depth interactions with customers so that you may stay aware of your surroundings. Remember the safety of our team depends on you.

7.1.2. Avoid wearing sunglasses, if possible, when speaking to a customer. This helps break down barriers and build rapport. Give a smile when possible.

7.1.3. Avoid all distractions, including phone use during your shift. If phone use is required please communicate with your supervisor or coworker and excuse

yourself from IN FRONT of the store. No more than 2 mins allowed. Constantly look up, down, and around our streets and anticipate/avoid issues.

7.1.4. Always remember that People's Cannabis Company is a recreational and a medical facility. You should act, speak and present yourself in a way that is appropriate. Remember that your body language and tone of voice matter.

7.1.5. If there are three security team members present outside, one should conduct a neighborhood patrol. Get to know our neighbors and report any concerns they may have.

7.1.6. Security personnel should record the time, date, and any observations from their patrol in the security logbook before completing their shift. Be sure to sign the entry and notify your supervisor verbally of anything out of the ordinary.

7.1.7. Security personnel should check out with the security Supervisor before leaving for the day.

7.1.8. Remember that some customers may feel intimidated by security personnel, and others may have some degree of ambivalence about visiting a cannabis facility. Be sensitive to this, and do not take it personally. Be professional, yet friendly.

7.1.9. Vendors/distributors must have identification at all times. Preferably a work badge.

7.1.10. Security personnel are to stay at their post until the shop is fully closed up and the alarm is set.

7.1.11. Stay alert and pay attention at all times.

7.1.12. DO NOT leave the front of the store for any reason between 9:00pm - 9:30pm. This includes going to the store or inside any place other than People's Cannabis Company. If you need to go to the restroom please do so BEFORE 9PM. Closing is one of the most sensitive times and needs to be taken seriously. Please do not be on your phones, walk away from in front of the store, or play around.

7.1.13. Escort the night supervisor to their car if they parked in the back lot, or stand guard with them until their ride arrives. At that point you may clock out to end your shift.

7.1.14. Conflicts should be handled in a mature and professional manner.

7.1.15. Never threaten or assault somebody when you are at work.

7.2. Procedure for allowing individuals access to the premises

7.2.1. Be sure to greet every customer as they approach you on the sidewalk. Before entry, politely ask for ID. If under 21ask for a Doctor's recommendation/card.

A. Check the expiration date to confirm it's up to date.
B. Confirm the name matches on both the ID and recommendation.
C. Confirm that the picture ID matches the person in front of you by confirming details such as height, eye color, etc.
D. Confirm the patient's age by checking birth date and make sure the ID is valid by checking expiration date.
E. Check that the patient is over the age of 18 years old with a recommendation. If the patient is under 18, they must be accompanied by a parent or court-appointed legal guardian who must also provide a written authorization to complete the patient's registration as the patient's caregiver.
F. Caregivers and patients must have valid documents from a doctor's office (I.D. for both persons and doctor's recommendation with valid expiration date.) for entry. The patient must come in with the caregiver and register for the first visit ONLY unless unable to do so (ex. bedridden or minors). After the initial visit the caregiver may come and get medicine without the patient. If documents are NOT VALID and BOTH patients are over 21, they may be granted access with an ID but will not be able to get a medicinal discount.
G. A caregiver under 21 may also pick up medicine for a qualified medical patient if they have valid documents. (ex.ID cards for both the patient and themselves, patient's doctor's recommendation, authorization to be a caregiver from doctor or People's Cannabis Company provided form)

7.2.2. If you observe any of the following policy violations, please log the incident and alert the supervisor immediately. These are grounds for People's Cannabis Company membership termination.

A. Diversion of medicine for non-medical use.
B. Reselling medicine.
C. Consuming medicine in the facility or a public place in the neighborhood.
D. Shoplifting.
E. Threats or acts of violence.
F. Disruptive or abusive behavior or comments.
G. Other causes that, in the opinion of a Principal or Supervisor, are harmful to the facility, staff, neighborhood, or members.
H. Operating a motor vehicle after ingesting product on site.

7.2.3. Individuals who are at least 21 years of age may purchase all retail with valid documents. The ability to purchase Medical Retail shall be limited to individuals who are at least 18 years of age and have a valid physician's recommendation.

7.2.4. At any time that the premises is not open for retail sales, ensure that:

A. The premises are securely locked with commercial-grade, nonresidential door locks.

B. The premises are equipped with an active alarm system, which shall be activated when the retailer or its employees are not on the licensed premises.

C. Only employees and contractors of the retailer are allowed to enter the premises when not open for retail sales. At least one security guard shall be present.

7.2.5. A retailer shall only sell adult-use cannabis goods to individuals who are at least 21 years of age, and medicinal cannabis goods to individuals at least 18 years of age who possess a valid physician's recommendation for himself or herself or a person for whom he or she is a primary caregiver.

A. A retailer shall verify the ID expiration, identity, age, and physician's recommendation, if applicable, of a customer.

7.3. Procedure for access points and security personnel

7.3.1. Ensure that any person on the licensed premises, except for employees and contractors of the licensee, are escorted at all times by the licensee or at least one employee of the licensee when in the limited-access areas of the premises during regular retail operation hours.

7.3.2. All agents, officers, or other persons acting for or employed by a licensee shall display a laminated or plastic-coated identification badge issued by the licensee at all times while engaging in commercial cannabis activity. The identification badge shall, at a minimum, include the licensee's "doing business as" name and license number, the employee's first name, an employee number exclusively assigned to that employee for identification purposes, and a color photograph of the employee that clearly shows the full front of the employee's face and that is at least 1 inch in width and 1.5 inches in height.

7.3.3. Security personnel shall be present at times during business hours and shall comply with Chapters 11.4 and 11.5 of Division 3 of the Business and Professions Code.

7.3.4. Ensure that the limited-access areas can be securely locked using commercial-grade, nonresidential door locks. A licensee shall also use commercial-grade, nonresidential door locks on all points of entry and exit to the licensed premises.

7.3.5. Establish limited-access areas and permit only authorized individuals to enter the limited-access areas.

7.3.6. Authorized individuals include individuals employed by the retailer as well as any outside vendors, contractors, or other individuals conducting business that requires access to the limited access area.

7.3.7. An individual in the limited-access area who is not employed by the retailer shall be escorted by an employee of the licensee at all times within the limited-access area.

7.3.8. An individual who enters the limited-access area shall be at least 21 years of age.

7.3.9. Maintain a log of all authorized individuals who are not employees of the retailer who enter the limited-access area. These logs shall be made available to the Bureau upon request.

7.3.10. Do not receive consideration or compensation for permitting an individual to enter the limited-access area.

7.4. Procedure for non-armed theft

7.4.1. Removing any cannabis, cannabis products, plants, waste material, equipment, records, intellectual property or other items from the facility without permission, including paper or electronic copies of records or other printed materials is theft. All personnel are required to report theft to the Manager immediately. The Manager is responsible for:

A. Preventing theft and securing the return of the stolen property, if it is possible to do so with undue risk.
B. Terminating the personnel caught stealing, or suspending the personnel pending an investigation.
C. Taking precautions to prevent an individual who steals from reentering the facility.
D. Filing a police report, as required under local and state laws and regulations.

7.5. Robbery

7.5.1. Procedure during an armed robbery

A. Don't be a Hero or Heroine! do nothing that would jeopardize your safety or the safety of others.
B. Do not attempt to fight, overpower or otherwise physically interfere with the robber.
C. If a firearm is displayed always assume it is real and loaded.
D. Make no sudden moves and remain calm. If the robber(s) have a weapon, those persons will likely use it if provoked.

E. Inform the robber of any surprises. If someone is expected back soon or if you must reach or move in any way, tell the robber what to expect so they will not be startled. A suspicious move by an employee may trigger a violet reaction by the robber and endanger the lives of many people**.**
F. **Activate the alarm buzzer ONLY if you can do so safely and without detection.**
G. Follow the robber(s) directions, but volunteer nothing more than you are asked.
H. If the robber hands you a note, place it out of sight to retain as evidence ONLY if you can do so safely and without detection.
I. Study the robber(s) as carefully as possible without being obvious. Note height, weight, race, age, clothing, jewelry, sex, speech characteristics, scars, tattoos, deformities, way they walk, and method of operation.
J. Description of any weapons used. Try to notice barrel length, barrel color, color of grips, whether a pistol is automatic or a revolver.
K. Note any peculiarities shown by the robber (i.e. smelled of alcohol, appeared to be "high" on drugs, etc.)
L. Note the number of accomplices and where they stood. Pay special attention to the way the robbers address each other. Under stress, they may use real names.
M. Note the type of weapon used by the robber and where it was carried.
N. Note the direction in which the robber(s) departed and how the money was carried away (sack, bank bag, etc.)
O. Try to remember exactly what the robber(s) said
P. **ALWAYS REMEMBER THAT MONEY OR EQUIPMENT CAN BE RECOVERED OR REPLACED. A LIFE CANNOT.**

7.5.2. Procedure after a robbery

A. The designated employee should call Security, if not already notified, and then call 911. Give them your name, location, and report the robbery. Do not leave the phone until you have answered all the questions that may be asked. If an injury has occurred, advise police and state if an ambulance is needed.
B. The person who dealt with the robber(s) should be near the person designated to call 911. This is to assist the caller in answering any questions asked by the police.
C. As soon as the robbery has been reported to Security, lock all doors, ask all witnesses to remain, and allow no one to enter until officers arrive.
D. **DO NOT TOUCH ANYTHING!** This is to preserve the crime scene and any fingerprints that may have been left by the robbers.
E. All persons who were present during the robbery should immediately begin writing all that can be remembered.
F. Do not discuss the robbery with anyone until after you have given your information to the police.

7.6. Emergencies

7.6.1. The Compliance Officer shall ensure that all staff members are trained on the proper procedures for responding to an emergency at the facility. The Manager and staff are accountable for responding in an appropriate manner.

7.6.2. Medical Emergencies – All staff members should know where to find a First Aid Kit and a Spill Kit (supplies to clean up bodily fluids). If there is a medical emergency that requires care exceeding First Aid, staff should call 911 for an ambulance without delay. Staff should always call an ambulance if any individual:

A. Loses consciousness.
B. Bleeds, vomits or defecates profusely or uncontrollably.
C. Suffers chest pains.
D. Suddenly becomes confused, disoriented or unresponsive.
E. Breaks a bone or has likely broken a bone.
F. Requests medical assistance.

7.6.3. Burglary – This Security Plan includes daily and routine inspections to detect unauthorized access to the property. If evidence of burglary is discovered, staff should:

A. Refrain from entering any unsearched area of the facility, until it has been checked and cleared by law enforcement or Security Contractors.
B. Notify law enforcement of the incident.
C. Notify the Manager immediately.
D. Prevent others from entering the facility to preserve any evidence.
E. Follow the instructions from law enforcement or Security contractors, including instructions about when to enter the facility.

7.6.4. Fire – The primary goals for all personnel in the event of a fire is to escape the facility unharmed and to assist others in doing so. In the event of a fire at the facility, staff should:

A. Call 911 for the Fire Department after exiting the facility.
B. Never re-enter a burning building.
C. Ensure that all personnel are accounted for. Notify first responders if anyone is missing.
D. Fire extinguishers mounted throughout the facility are for emergency use during an evacuation only. Never stay inside a burning building after the evacuation and attempt to fight the fire.

7.7. Checking for Fake IDs.

7.7.1. An Individual using a fake ID or trying to pose as someone else in order to gain access to the premises is immediately banned.

7.7.2. A bona fide (legally acceptable) ID is one card that contains these six items:

A. Issued by a government agency. (Federal, State, county, or city)
B. Name of the person.
C. Date of birth.

D. Photograph.
E. Physical description. (height, weight, hair and eye color)
F. Currently valid. (not expired) California Driver's License/I.D. Card.
G. Out-of-state Driver's License/I.D. Card.
H. U.S. Military I.D.'s without a physical description are acceptable as of 1/1/2010.
I. Both U.S. and foreign Passports with photographs, but without a physical description are acceptable as of 1/1/2010.
J. A foreign ID and you are 100% sure that it is real.
K. U.S. government immigrant I.D. card.
L. Birth Certificate.
M. School or work I.D. card.
N. ID issued by a non-government agency.
O. Social security card.
P. Foreign driver licenses/ID cards that do not feature the name, date of birth, photograph and physical description in a language you understand.
Q. Check-cashing card.
R. A document that is expired, altered, borrowed, stolen, counterfeit, or forged.
S. A person may not combine two unacceptable I.D.'s to make one acceptable I.D.

7.8. The F-L-A-G System for Checking I.D.

7.8.1. If a patron looks underage, say, "I will need to see your I.D., please. Could you remove it from your wallet?" Then, check the I.D. using the F-L-A-G system. Ask for I.D., then: (Feel, Look, Ask, Give Back.)

a. **"F" Feel.**

i. **On the new California drivers license and identification cards issued after September 2010** – The cardholder's date of birth is shown across the primary photo with raised numbers.
ii. **Other states** use security features such as: **Laser Engraved Tactile Signature –** The cardholder's signature is laser engraved with raised lettering. **Laser Engraved Tactile Date of Birth –** The cardholder's date of birth is laser engraved with raised numbers.
iii. **Lumps and Bumps** – On all other IDs feel for information cut out or pasted on, especially near the photo and birth date. Do not accept obviously altered I.D. cards.
iv. **Layers** – Real California magnetic stripe IDs are made in three layers. The three layers are bonded with heat so they won't come apart without destroying the card. Insert your fingernail or a sharp object into a corner of the card. If the layers separate, the card is fake and you should not accept it.

b. **"L" Look.**

i. **Using a flashlight pressed against the back of the card –** A laser perforation in the shape of the California Brown Bear can be seen.
ii. **Alterations** – Look for alterations at the birthdate area.
iii. **Photograph** – Minors can alter their hairstyles, eye makeup, and eye color. Therefore, focus on the person's nose and chin, ears and eye shape. These features do not change. For people with beards or mustaches, cover the beard or mustache and focus on the nose or ears. If the photo does not closely match the person, do not accept the I.D. Look what side the photograph is on. The photograph for minors appears on the right; adults are on the left. On the new CALIFORNIA drivers license and identification cards issued after Sept 2010, the adult card is horizontal. The minor card is vertical.
iv. **Height and Weight** – If they do not reasonably match the person, do not accept the I.D.
v. **Date of Birth** – Do the math! In many decoy programs the retailer is cited because he or she asked for I.D., but failed to calculate the person's age. Legal age devices can be helpful.

vi. **Apparent Age** – For you to have a successful defense, the patron must look like they could be 21 years old. If not, do not accept the I.D. no matter how good it looks.
vii. **Expiration Date** – **Do not accept expired I.D. cards.** Also, false I.D. cards will often have a colon (:) after the word "Expires." Genuine cards do not have the colon.
viii. **Typeface** – Counterfeits may be done on a typewriter and contain spelling or other errors. If you see this, do not accept the ID.
ix. **Signature – On the new California driver's license and identification cards issued after September 2010, the signature is raised above the cardstock and can be felt.**

"A" Ask Questions.

i. What is your driver's license number?
ii. What is your zip code?
iii. What month were you born? If they respond with a number instead of the name of the month, they are probably lying.
iv. Would you sign your name for me please? A signature comparison can be a quick way to tell if someone is using a fake ID.

"G" GiveBack or Get it.

v. If the I.D. does pass the feel, look and ask tests, give it back to the patron and let them enter. If it does not, refuse entry. Then, either give the I.D. back or seize it if you believe that it is a fake.
vi. Take note of the incident in the incident log book. Be sure to include details about what happened. Include the name that was on the ID if you remember it.
vii. Properly dispose of the ID after you seize it. The police department cannot cite an individual for using a fake ID if the individual is no longer present.

7.9. Good I.D. Policies

7.9.1. The following are some good I.D. policies:

A. Ask for I.D. from everybody no matter the age. If someone asks you, "Why are you checking my I.D.?" say, "Our policy is to card everybody."
B. Managers will support employees' decisions to refuse service.
C. Door personnel and CCs will both check IDs.
D. Post signs.
E. Call the police for help if needed.
F. If in doubt about an ID, **don't** accept it.

7.10. Identifying Minors (And How They May Fool You)

7.10.1. Be aware that minors may look and act in ways that may fool you. Some minors may look or act young. Others look or act in ways that *may fool you*. Identifying Minors:

A. Physical Appearance.
B. Behavior and Dress.
C. I.D. Excuses.
D. Nervousness when approaching you to show the ID.

7.11. What to do if a fake ID is received.

7.11.1. If you are doubtful in any way then refuse entry and ask the customer to come back with a passport to accompany the ID. If the name on the passport and ID do not match, deny entry.

7.11.2. If you believe the ID to be fake then confiscate the ID. Let the customer know you are required to by law. If they take the ID back and run, **let them go**. Log ALL details inside the incident report book. Put the ID inside the security folder and notify the supervisor of the issue so they may properly dispose of it.

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Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jennifer Louis, Chief of Police

Subject: Contract No. 32300022 Amendment: Public Safety Family Counseling Group Inc. for Additional Critical Incident Stress Management (CISM), Education and Counseling Services

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 32300022 with Public Safety Family Counseling Group Inc. to provide additional CISM, Peer Support Team support, education, and counseling services, for a total amount not to exceed $60,000, for a total contract amount not to exceed $260,000, and extending the term through June 30, 2027.

FISCAL IMPACTS OF RECOMMENDATION

The amendment will add $60,000 to the contract to support continuation of these services through FY2027. Funds for this contract exist in our FY2027 General Fund baseline budget under budget code 011-71-701-801-0000-000-421-612990.

CURRENT SITUATION AND ITS EFFECTS

Providing public safety employees with ongoing Critical Incident Stress Management (CISM), Peer Support Team development, education, and counseling services is a Strategic Plan Priority Project that advances the City's goal of creating a resilient, safe, connected, and prepared community. Funding this contract allows the Berkeley Police Department (BPD) to prioritize employee well-being and stress tolerance.

In 2020, BPD contracted with the Psychological Services Group (PSG) for CISM and peer support training following the suicide of a police officer and the unexpected death of a second officer. BPD sought to provide immediate and ongoing support to employees to navigate the loss of our colleagues and provide a safety net for others struggling with the trauma experienced during a career in law enforcement. PSG was widely recognized for its experience in critical incident response and education through peer-to-peer defusing and facilitation of critical incident stress debriefings. Since implementation, they have responded to numerous critical incidents affecting BPD employees and have become an integrated component of the Department's wellness and post-incident response framework.

In 2021, with PSG guidance, BPD implemented its Peer Support Program and established a trained Peer Support Team. Approximately 24 personnel completed nationally standardized training through the International Critical Incident Stress Foundation. The team now provides 24/7 peer-based support in coordination with clinical professionals following critical incidents, employee injuries, or behavioral health crises. The program has increased engagement and reduced barriers to seeking help.

In 2022, PSG changed names and ownership and is now known as Public Safety Family Counseling Group Inc. (PSFCG). Due to the program's success and effectiveness and the need for continuity of care, BPD contracted with PSFCG through June 30, 2026, and waived competitive solicitation based on the need to provide continuity of care, ongoing CISM services, education, and training to our employees.

Over the years, through this contract, BPD employees have benefited from the services provided by PSFCG clinicians, who have extensive experience working with both law enforcement personnel and professional staff in public safety environments. Their familiarity with the unique stressors, culture, and operational demands of policing allows them to effectively support sworn employees, while also providing accessible and appropriate counseling services to non-sworn professional staff. This broad approach has allowed the Department to provide behavioral health support resources across the organization.

BPD has also benefited from collaboration with more than a dozen other Bay Area law enforcement agencies through PSFCG's quarterly regional training. These relationships provide valuable networking opportunities for the Peer Support Team to exchange information with other agencies, discuss how similar critical incidents were managed, and share effective practices for employee support and post-incident intervention. The regional network also provides an additional layer of peer support and collaboration during major incidents affecting participating agencies.

PSFCG also regularly meets with Peer Support Team leadership, providing guidance on program development and offering practical direction on managing critical incidents and identifying situations that may warrant debriefing or other intervention. Continued access to these resources is essential to supporting employee wellness and operational readiness.

BACKGROUND

Law enforcement personnel are routinely exposed to traumatic incidents, critical events, and cumulative occupational stressors that can contribute to depression, anxiety, post-traumatic stress, and suicide risk.

National occupational health data consistently identifies suicide as a leading cause of death among active-duty law enforcement officers. CDC National Violent Death Reporting System (NVDRS) analysis published in 2025 indicated that law enforcement

officers experience suicide rates estimated at approximately 19 to 27 per 100,000 officers annually, compared to approximately 14–15 per 100,000 in the general population.

Reports from the National Law Enforcement Officers Memorial Fund (NLEOMF) and CDC-based analyses indicate that in recent years, approximately 120 to 150 law enforcement officers die by suicide annually, while line-of-duty deaths range from approximately 110 to 150 officers per year. In multiple reporting cycles, officer suicides have equaled or exceeded line-of-duty fatalities.

Unlike line-of-duty deaths, which fluctuate based on operational conditions and external risk factors, suicide rates among law enforcement officers remain relatively stable over time. This consistency indicates that suicide risk is driven by cumulative occupational exposure rather than isolated incidents.

National research also identifies persistent barriers to early intervention and help-seeking behavior, including stigma, confidentiality concerns, and cultural expectations within law enforcement that discourage utilization of behavioral health services (U.S. DOJ COPS Office; SAMHSA First Responder Behavioral Health Reports).

Nationally, only an estimated 5% of law enforcement agencies have formalized peer support and suicide prevention programs (COPS Office report), placing agencies with structured programs in a small minority of departments actively addressing officer behavioral health through prevention and intervention frameworks.

Within this context, access to peer support, critical incident stress management, and clinically supported behavioral health services is widely recognized as a best practice for reducing risk exposure, improving early intervention, and supporting long-term employee wellness and operational readiness in high-stress public safety environments.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

This contract does not create environmental sustainability or climate change impacts.

RATIONALE FOR RECOMMENDATION

Access to counseling and Critical Incident Stress Management services through the Public Safety Family Counseling Group supports employee wellness and operational readiness, which directly impacts the Department’s ability to serve the community. Employees who are equipped to manage occupational stress are better prepared to engage the public professionally, exercise sound judgment, and apply de-escalation techniques during high-stress situations.

These services contribute to a more stable, resilient workforce capable of responding effectively to the community’s most critical needs. When employees have timely access to behavioral health support, they are better able to manage the cumulative impacts of police work and maintain the level of calm, consistent service expected by the public.

This amendment ensures continuity of services while the Department evaluates alternative qualified vendors and long-term service options. Maintaining uninterrupted support during this review period will allow the Department to identify a cost-effective and sustainable long-term solution without disrupting existing employee wellness services.

ALTERNATIVE ACTIONS CONSIDERED

Declining to extend the contract or initiating competitive solicitation at this time would interrupt established mental health support services and leave BPD and its Peer Support Team without critical incident support from a trusted and experienced provider.

CONTACT PERSON

Samantha Speelman, Lieutenant, Police Department, (510) 981-5796.

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT NO. 32300022 AMENDMENT: PUBLIC SAFETY FAMILY COUNSELING GROUP INC. FOR ADDITIONAL CRITICAL INCIDENT STRESS MANAGEMENT, EDUCATION AND COUNSELING SERVICES

WHEREAS, Public Safety Family Counseling Group Inc. (PSFCG) has provided reliable Critical Incident Stress Management, education, and counseling services and assisted BPD with the selection and training of a robust Peer Support Team; and

WHEREAS, it is well known that those in law enforcement occupations experience a variety of adverse exposures to life-threatening situations, traumatic events, witnessing violence and assaults, and other cumulative critical incidents. These exposures can increase the potential for suicidal ideation. Studies have consistently shown that police officers are as likely, or more likely, to die by suicide than in the line of duty; and

WHEREAS, PSFCG has provided critically needed Critical Incident Stress Management and crisis response services in response to a range of traumatic events experienced by Berkeley Police employees over recent years. These events include officer-involved shootings, homicides, child deaths, fatal vehicle collisions, unsuccessful lifesaving efforts, the suicide of a fellow employee, and employee deaths. These services remain essential to ensuring that members of the Berkeley Police Department have timely access to resources and support needed to process these incidents in a healthy and resilient manner; and

WHEREAS, with guidance from PSFCG staff, the Berkeley Police Department implemented a Peer Support Program, established a Peer Support Team, and trained 24 peer support officers using the national curriculum developed by the International Critical Incident Stress Foundation and supported by the International Association of Chiefs of Police; and

WHEREAS, the PSFCG has been highly impactful in normalizing structured discussion of post-traumatic events and supporting proactive intervention through licensed clinicians experienced in crisis response across numerous Bay Area law enforcement agencies. These clinicians are able to respond to the unpredictable and often after-hours nature of BPD Peer Support Team requests, ensuring timely access to support when it is most needed.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is authorized to execute an amendment to Contract No. 32300022 with Public Safety Family Counseling Group Inc. in an amount not to exceed $60,000 for a total contract amount not to exceed $260,000 to extend the term of the contract through June 30, 2027. Funding is budgeted in 011-71-701-801-0000-000-421-612990.

18a

Civic Arts Commission

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Civic Arts Commission

Submitted by: Lisa Bullwinkel, Policy Subcommittee Chair

Subject: Policy Recommendations for the City of Berkeley Regarding Event Producers and Civic Events

RECOMMENDATION

Adopt the attached City of Berkeley Event Producers and Civic Events Policy Recommendations.

SUMMARY

The following ten topics relating to the state of civic events in the City are covered in the attached document:

1. Recognition of Event Producers as Civic Partners
2. Competent and Efficient Municipal Service
3. Clarity, Transparency, and Administrative Efficiency
4. Fair and Proportionate Fees
5. Equitable Access to Public Space
6. Safe, Clean, and Accessible Public Spaces
7. Reliable Public Safety Coordination
8. Marketing and Public Communication Support
9. Predictability and Regulatory Continuity
10. Affirmation of Civic Joy and Cultural Expression

FISCAL IMPACTS OF RECOMMENDATION

Fiscal impacts may include staff time and expenditures for the creation of a comprehensive event guide and permitting platform; creation of a separate Special Events department with adequate staffing; creation of Entertainment Zones. Fiscal impacts may also include income related to increased permit fees; increased efficiency; and a decrease in duplicative services.

CURRENT SITUATION AND ITS EFFECTS

The Policy Recommendations for the City of Berkeley Regarding Event Producers and Civic Events is a Strategic Plan Priority Project, advancing our goal to be a customer-focused organization that provides excellent, timely, easily-accessible service and information to the community.

BACKGROUND

The City of Berkeley Arts and Culture Plan was adopted at the July 24, 2018 Council meeting (Resolution No: 68,568 N.S.) with the following five goals:

- Goal 1: Increase Access to Affordable Housing and Affordable Spaces for Artists and Arts Organizations
- Goal 2: Increase Investment in a Vibrant Arts Community
- Goal 3: Expand High Quality and Equitable Arts Education
- Goal 4: Produce More Public Art Throughout Berkeley
- Goal 5: Expand the City of Berkeley's Organizational Capacity to Better Serve the Arts Community

Since the adoption of the Plan, the City has made some progress to advance these goals. However, the process of producing civic events in the City of Berkeley has become cumbersome, inequitable, expensive, and frustrating. There is a lack of staffing – only one person oversees all events annually resulting in missed deadlines, inefficiency, and last-minute changes which are untenable. Please note that current staff is doing their absolute best to accommodate these events but more staff is needed.

Recently, two heritage events, the Telegraph Avenue Street Fair and Juneteenth, were told to move from their historic locations due to members of the fire department attempting to institute new but undocumented requirements at the last minute. After an outcry from the producers and the public, the city acquiesced. This is just one example of a problem the city has created concerning events. The public wants more events, the City wants fewer. The event producers came together to attempt to create policy to make events better and less expensive for all concerned that are reflected in the attached document.

On October 14, 2025, Item 14: Changes to Special Events Permitting Fees and Requirements was presented as an Information report to the City Council and received and filed by the City without council discussion and consideration.

On December 2, 2025, Item 44: Economic Impact Study: *Berkeley's Creative Economy and Assessment of Pandemic Relief Investments*

On January 28, 2026, the Civic Arts Commission voted to approve that the Event Producers Policy Recommendations be forwarded to Council by staff as follows:

M/S/C (Montgomery/Woo) to approve that the Event Producers Policy Recommendations be forwarded to Council by staff.
Vote: Ayes — Bachrach, Blecher, Bullwinkel, Kramer, Montgomery, Pineda, Woo Nays — None; Absent — Dutta-Choudhury, Scott; Abstain — None.
Public Comment: 1

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
There are no identifiable environmental effects, climate impacts, or sustainability opportunities associated with the subject of this report.

RATIONALE FOR RECOMMENDATION
Adopting the Policy Recommendations for the City of Berkeley Regarding Event Producers and Civic Events would allow the City to advance Goal 2 and Goal 5 of Berkeley’s Arts and Culture Plan which are to Increase Investment in a Vibrant Arts Community and to Expand the City of Berkeley’s Organizational Capacity to Better Serve the Arts Community. Through these investments, the City of Berkeley would be fostering a more positive and supportive culture toward the arts, seeing them as not only an enormous economic driver for the City but fulfilling an outcry from the public which is desperate for more community-building festivals and events (See attached 2025 Economic Impact Report). Rather than see events as a hindrance and drain on the City’s economy, they should be welcomed and encouraged.

ALTERNATIVE ACTIONS CONSIDERED
Should the City choose to not adopt the Event Producers and Civic Events Policy Recommendations, organizations and individuals would continue to struggle with navigating the complex and obfuscated departmental requirements, payments, and untimely permitting resulting in fewer events, overlapping expenses by City departments, and distrust and disappointment from the public.

CITY MANAGER
See companion report.

CONTACT PERSON
Carianna Arredondo, Assistant to the City Manager, City Manager's Office, (510) 981-7000
Lisa Bullwinkel, Policy Subcommittee Chair, Civic Arts Commission

Attachments:
1.Policy Recommendations for the City of Berkeley Regarding Event Producers and Civic Events
2. City of Berkeley Arts and Culture Plan 2018-2027
3. Changes to Special Events Permitting Fees and Requirements
4. 2025 Economic Impact Study Berkeley*'s* Creative Economy and Assessment of Pandemic Relief Investments

Policy Recommendations for the City of Berkeley

Regarding Event Producers and Civic Events

Section 1. Recognition of Event Producers as Civic Partners

1.1. The City of Berkeley shall formally recognize Event Producers as essential partners in fostering civic vitality, economic development, and cultural expression within the City.

1.2. The City acknowledges that events of varying scale—including neighborhood gatherings, cultural celebrations, and citywide festivals—activate public spaces, contribute to community cohesion, and enhance the City's identity.

1.3. In allocating festival grants, permit fees, and related financial requirements, the City shall consider the demonstrable economic and cultural contributions generated by permitted events.

1.4. It shall be the policy of the City to encourage, rather than deter, the production of cultural and civic events and to remain competitive with peer jurisdictions in attracting and retaining such events.

1.5. The City shall identify designated City staff to establish and maintain a quarterly forum through which Event Producers and designated City event staff may engage in structured dialogue regarding policies, procedures, and operational concerns.

Section 2. Competent and Efficient Municipal Service

2.1. The City shall provide adequate staffing levels and professional service standards sufficient to support the timely permitting and coordination of events.

2.2. Consistent with the City of Berkeley Arts and Culture Plan adopted at the July 24, 2018 Council meeting (Resolution No: 68,568 N.S.) the City should pursue expansion of staff capacity related to arts, culture, and special events.

2.3. The City shall evaluate the feasibility of consolidating special event permitting and administration under a centralized Special Events Department within Civic Arts leadership.

2.4. The City shall explore the establishment of district-specific Event Entertainment Zones that incorporate pre-approved requirements from relevant departments, thereby streamlining mapping, review, and permitting processes. These will not be the exclusive locations for events as not every part of the city can create an Event Entertainment Zone.

2.5. City staff shall provide informed, solution-oriented guidance to Event Producers and coordinate internally to deliver unified feedback across departments.

Section 3. Clarity, Transparency, and Administrative Efficiency

3.1. The City shall maintain a single, publicly accessible online platform detailing all event-related permit requirements, documentation, fees, timelines, and deadlines.

3.2. The City shall enable electronic submission and payment of applicable fees, while maintaining in-person payment options at the Permit Center.

3.3. To the extent practicable, Park Use Permits and Street Closure Permits shall be consolidated into a unified permitting process.

3.4. Each relevant department shall designate a clear point of contact with established response timelines for event-related inquiries and approvals.

3.5. The City shall implement a unified workflow designed to minimize duplicative documentation, redundant plan reviews, and inconsistent departmental requirements.

3.6. The City shall provide reasonable and predictable planning timelines that reflect the long-range nature of event production.

3.7. The City shall implement a standardized post-event feedback mechanism to support continuous improvement of event permitting and coordination processes.

Section 4. Fair and Proportionate Fees

4.1. Event-related fees shall be transparent, standardized, and equitably applied across event types, scaled proportionately to event size, duration, and demonstrated impact.

4.2. Any increase in fees shall correspond to clearly identified and measurable improvements in City services, including processing efficiency, field support, and public communication.

4.3. The City shall clearly specify the services and resources covered by each fee assessed.

4.4. The City shall periodically benchmark event fees against those of comparably sized municipalities.

Section 5. Equitable Access to Public Space

5.1. The City shall ensure fair and non-discriminatory access to public spaces for events of all scales, including commercial, nonprofit, neighborhood, and first-time organizers.

5.2. The City shall adopt and publish clear policies governing when and under what conditions admission or entry fees may be charged for permitted events.

Section 6. Safe, Clean, and Accessible Public Spaces

6.1. The City shall maintain streets, parks, and plazas intended for events at baseline standards of cleanliness, safety, and accessibility prior to permitted use.

6.2. Event Producers shall be responsible for restoring public spaces to their pre-event condition, absent normal wear.

6.3. The City shall provide clear, written standards for emergency access, electrical infrastructure, ADA compliance, sanitation, and other site-specific requirements applicable to public event spaces.

Section 7. Reliable Public Safety Coordination

7.1. Fire, Police, Transportation, Public Works, and other affected departments shall coordinate through standardized protocols for event planning and on-site operations.

7.2. The City shall develop standardized Traffic Management Plans for common event configurations, which shall be provided as part of the permitting process and funded through permit fees.

7.3. Safety requirements related to crowd management, fire prevention, tents, fuel use, and similar concerns shall be clearly documented and uniformly enforced.

7.4. City field staff assigned to events shall be appropriately trained to facilitate safe and efficient event operations in collaboration with the event producer.

Section 8. Marketing and Public Communication Support

8.1. The City shall promote permitted events through official City communication channels including using the promotional resources at Visit Berkeley.

8.2. The City shall periodically publish reports in the department under which events are housed by highlighting the economic, cultural, and community benefits generated by permitted events.

Section 9. Predictability and Regulatory Continuity

9.1. Where significant changes are proposed to any permitting criteria, fees, or regulatory or procedural modifications the City shall provide written explanations no less than six months in advance of an event to allow for budgeting and planning, particularly for large-scale events requiring six to twelve months of preparation.

9.2. The City shall maintain an annual calendar and planning timeline for citywide events to support coordination and efficient allocation of resources.

9.3. The City shall convene community discussions when proposing major changes to culturally significant and/or historical Berkeley events and celebrations prior to executing such changes.

Section 10. Affirmation of Civic Joy and Cultural Expression

10.1. The City affirms that cultural and community events are a public good and integral to civic life.

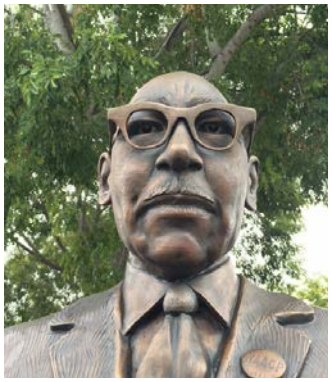
10.2. Regulations shall balance public safety and operational needs with the promotion of celebration, artistic expression, community building, and local economic vitality.



City of Berkeley Arts & Culture Plan

2018-2027 Update





CIVIC ARTS PROGRAM
CIVIC ARTS COMMISSION
OFFICE OF ECONOMIC DEVELOPMENT

"Spectrascape" (Detail) by Ene Osteraas-Constable.
"William Byron Rumford Memorial Sculpture" (Detail) by Dana King.
"Mandala Gates" by Eric Powell.
Photos courtesy of the City of Berkeley.

Executive Summary

THE ARTS IN BERKELEY

Berkeley is home to a vibrant and diverse community that strongly values its rich cultural fabric. Characterized by its collective nature, the city is famous for its distinguished university, beautiful natural setting, and its remarkable history as a home for progressive movements. Arts and culture permeate civic life in Berkeley through numerous acclaimed theaters, performing arts spaces, as well as the city's many artists. Over 150 arts and culture nonprofits operate in Berkeley and together they contribute to a dynamic, continually evolving arts and culture community that interacts closely with other sectors of the city's economy. The nonprofits that make up the arts community are particularly diverse in terms of their size and their creative disciplines.



Portrait of Maudelle Shirek by Mildred Howard and Daniel Galvez. Photo courtesy of the City of Berkeley.

Along with the cultural richness the arts infuse into the community, the arts sector is also a significant economic driver, generating an estimated $165 million in total economic activity. In 2017, Berkeley Mayor Jesse Arreguin stated that "in addition to fostering civic pride, a flourishing arts scene [brings] new visitors to our city and more revenue to local businesses."

Currently, as the San Francisco Bay Area is experiencing substantial economic growth, rising real estate and living costs have created an especially challenging environment for the arts community in Berkeley. Some artists and arts organizations are leaving the city because they can no longer afford to live and work here. *The Berkeley Arts and Culture Plan Update* provides a framework for supporting the arts within the context of economic growth, and for its inclusion in future City plans.

UPDATING THE BERKELEY ARTS AND CULTURE PLAN



Scene from a performance at Shotgun Players. Photo courtesy of Shotgun Players.

This 2018 Plan Update builds on the goals and objectives developed in the previous *2004 Berkeley Arts and Culture Plan*. The cultural landscape of Berkeley has changed since the 2004 plan was completed, including new funding streams and program initiatives. New legislation and policies have provided additional resources for arts-related organizations, public art, and collaborative partnerships. *The Arts and Culture Plan Update* (Plan Update or Plan) establishes citywide goals, policy improvements and actions to support and further develop local arts, culture and entertainment.

Characterized by a spirit of collaboration, the planning process reflects the cooperative nature of Berkeley's arts ecosystem. City staff, Civic Arts Commissioners, local consultants and a wide range of community partners worked together to develop the goals, policies and actions in the Plan Update.

This Plan Update, developed with extensive citizen participation, provides an essential tool for the design and implementation of public policies that promote arts and culture. Over 850 community members discussed art-related issues, opportunities and priorities in community meetings, interviews, an online survey, and via an interactive website. In addition, several studies, including an economic impact assessment, provided a detailed portrait of Berkeley's creative sector. Based on this new understanding, the Plan Update identifies strategies to ensure that the city's arts and culture sector will continue to flourish and enhance the quality of life for all residents and visitors.

This Plan Update focuses on three priority areas that align with the Civic Arts Commission's areas of focus: Civic Arts Grants, Public Art, and Arts Education. These three policy areas are key pillars of the local arts ecosystem, and as such require focused attention and targeted resources to successfully achieve the Plan's vision for a vibrant, equitable and creative city. The Plan Update lays out a responsive vision that can be achieved through a series of goals and strategies to be implemented over the next decade.

VISION

- The City of Berkeley is a place where the arts are fully integrated into civic life and community identity.
- Our public spaces inspire, promote dialogue and serve to engage all who live and work in Berkeley, and all who visit our city.
- The city provides a supportive environment for artists and arts organizations to prosper and thrive. The arts are inclusive and empowering and serve to strengthen collaboration within our community.
- Quality arts education for all ages inspires creativity, builds community and facilitates cross-cultural understanding.
- The economic contributions of local artists and arts organizations of all sizes are valued, prioritized and supported.
- Berkeley is known regionally, nationally and internationally as a place where anyone can experience the transformative power of the arts in a variety of settings and locations.



"Peacewall" (Detail) at Civic Center Park.
Photo courtesy of the City of Berkeley.

GOALS

Five strategic goals have been identified to achieve the vision of *Berkeley's Arts and Culture Plan Update*. All five goals are interdependent and mutually reinforcing. Taken together, they have great potential to enhance the sustainability and vitality of arts and culture in Berkeley for the long-term.

Goal 1

Increase Access to Affordable Housing and Affordable Spaces for Artists and Arts Organizations
Support the long-term sustainability of the arts and culture sector by expanding the availability of affordable housing and spaces for both artists and arts organizations.

Goal 2

Increase Investment in a Vibrant Arts Community
Strengthen and support Berkeley's inclusive and culturally rich arts sector by expanding funding and marketing opportunities for a broader array of arts organizations.

Goal 3

Expand High Quality and Equitable Arts Education
Support high quality arts education programs to provide all Berkeley students and lifelong learners with equitable access to an enriching and creative education.

Goal 4

Produce More Public Art Throughout Berkeley
Enhance the city's visual environment by further infusing the arts into all aspects of civic life and building a rich public art collection.

Goal 5

Expand the City of Berkeley's Organizational Capacity to Better Serve the Arts Community
Enhance the City's ability to respond to the evolving needs of the arts community and to ensure all Berkeley residents can participate in a variety of art experiences.

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CHAPTER 1

Creating the Arts and Culture Plan Update

PLAN PURPOSE AND DEVELOPMENT

The City of Berkeley's Arts and Culture Plan aims to identify and articulate a common vision for the arts and establish shared goals that will guide the City over the next decade. The City of Berkeley seeks to make high quality arts and cultural experiences accessible to all members of the community by increasing resources for local artists and arts organizations, integrating public art across the city, and expanding access to quality arts education. The purpose of the *Berkeley Arts and Culture Plan Update* is to guide the efforts of the City – including the City's Civic Arts Program and staff, the Civic Arts Commission, and other Berkeley arts stakeholders – to achieve the community's cultural vision over the next ten years.



Performance at the Freight and Salvage. Photo by Irene Young.

The arts encourage civic participation, give voice to diverse perspectives, promote intercultural communication and enhance Berkeley's economy and physical environment. Currently, the city is experiencing a real estate boom and substantial economic growth. As Berkeley prospers, the City finds itself at a critical juncture where it must ensure that the arts community not only benefits from this growth, but is also able to sustain itself and thrive despite the rising cost of living. The Plan Update provides a framework for supporting the arts within the context of this new development, and for its inclusion in future City plans.

This planning process is sponsored by a grant from the William and Flora Hewlett Foundation, with additional grant funding from the UC Berkeley Chancellor's Community Partnership Fund and matching funds from the City of Berkeley.

To critically examine how the City of Berkeley serves the local arts community, this year-long planning process involved a thorough assessment of current conditions and trends, and included robust community engagement. Key planning activities included:

- Conducting an in-depth economic impact analysis of the local arts and culture sector.
- Conducting a thorough review of past plans, studies and reports.
- Assessing the current conditions of the local arts community.
- Soliciting in-depth input from local stakeholders, including Civic Arts grantees, nonprofit leaders, artists, arts educators, City staff and Civic Arts Commissioners.
- Engaging the public through a wide range of activities including a community workshop and an online survey in order to provide multiple opportunities for the community to share their ideas and concerns.

The active collaboration between the Civic Arts staff, the Civic Arts Commission and the arts community throughout the process helped identify priorities and the direction for the Plan Update, and helped create a common vision for the arts in Berkeley and build community support around this shared vision.

Three policy areas were identified as priorities for the City as it strives to enhance Berkeley as an arts and cultural destination for all: Civic Arts Grants, Public Art, and Arts Education. Innovative policies to guide the programs in these three priority areas have the potential to advance the arts and culture sector toward greater cultural equity. The noteworthy progress that the City has demonstrated in these priority areas has helped lay the foundations for the Plan Update.



Artist John Wehrle's mural "Mak Roote" at the West Berkeley Rail Stop and Transit Plaza.
Photo courtesy of the City of Berkeley.

COMMITMENT TO CULTURAL EQUITY

The City of Berkeley commits to supporting equity within the arts and culture sector, and to consistently evaluating its programs and practices. The City recognizes the multiple benefits the arts provide to Berkeley residents at all stages of human development, regardless of race, color, religion, age, disability, national origin, sex, sexual orientation and gender identity/expression.

All members of the community should have equitable access to a rich, rewarding, and inspiring cultural life. Beyond ensuring access to the arts, the City envisions an arts and culture sector that empowers all members of the community to become leaders and to help steer the arts toward a more equitable future that reflects Berkeley's diverse communities.

The City of Berkeley commits to the support of artists and arts organizations that represent diverse cultures, life experiences and socio-economic backgrounds. The City supports the empowerment and equal representation of cultural perspectives that have been traditionally and historically underrepresented.

COMMUNITY PROCESS

Developed through a dynamic and community-engaged process, the Plan Update reflects the needs, interests and priorities of a diverse cross-section of Berkeley community members and arts stakeholders. The Civic Arts Commission initiated the planning process by writing a grant through the City of Berkeley to the William and Flora Hewlett Foundation. This Plan Update will help the City and the arts community build on recent successes and navigate current issues, such as affordability challenges caused by the economic boom and rising cost of living.

In the past year, the arts and culture planning team conducted extensive public engagement. Over 850 community members and local stakeholders representing the diverse arts community participated in the planning process. The Plan Update was informed by the rich input received from community members who participated in a wide range of outreach activities, including but not limited to an online survey, stakeholder interviews and policy working groups.

Visioning Work Session

The City hosted a visioning work session in February 2017 with Civic Arts Commissioners and local arts stakeholders about the arts and culture plan update process in order to generate ideas for a vision and initiatives to strengthen Berkeley's arts and culture ecosystem. Several key themes emerged from the visioning activity, including the need for centralized communications, affordable art spaces, and further development of the new Public Art on Private Development Program.

Community Survey

To collect community input on arts and culture needs, priorities and opportunities, the planning team conducted an online questionnaire. Between April and June 2017, a total of 702 surveys were collected. The planning team conducted a robust outreach effort to publicize the survey including e-blasts, targeted flyer distribution, social media posts and outreach to key partners. The survey results were instrumental in developing an actionable plan update that reflects the needs and concerns of the community.

Community Workshop

The planning team hosted a community workshop at the Kala Art Institute with the purpose of informing the public about the arts and culture plan update process and soliciting further input on ways to strengthen Berkeley's arts and culture community. Over 40 participants attended the workshop and key findings that emerged from participants' responses and comments included the need to prioritize the creation of affordable artist housing and art spaces, as well as a desire to see more public performances across the city.



Participants at the Community Workshop held at the Kala Art Institute. Photo courtesy of the City of Berkeley.



Community members participating in the Visioning Work Session at the Kala Art Institute. Photo courtesy of the City of Berkeley.

Policy Working Group Meetings

Leaders in the local arts sector were invited to participate in three thematic policy working group meetings and one policy review session. The goal of these policy working groups was to identify potential policy improvements and action steps related to Civic Arts Grants, Public Art, and Arts Education. The participants were then invited to a final review session to review the statements that were developed at these sessions in advance of them being incorporated into the Plan.

Civic Arts Commission

The Civic Arts Commission was the catalyst for the *Arts and Culture Plan Update* and provided leadership throughout the process. The Commission met regularly to receive updates on the planning process and provide direction. Commissioners helped shape and conduct the community outreach program, and provided key insights into the Plan Update framework.

CHAPTER 2

The Berkeley Arts Community Today

KEY COMMUNITY PARTNERS

Berkeley's nationally recognized arts scene is home to over 150 active arts and culture nonprofits as well as many local artists. The city is also home to a wide range of artists known regionally, nationally and internationally. These artists and organizations sustain our cultural ecosystem through their contributions of talent, resources and leadership.



Statue of Byron Rumford by Dana King, located on Sacramento Avenue in South Berkeley. Photo courtesy of the City of Berkeley.

The City of Berkeley has long recognized the importance of the arts to the economic health and livability of our city. This understanding is reflected by the financial investments and programmatic commitments the City has undertaken over the years to nurture the growth of arts and culture as a core aspect of life in Berkeley for both residents and visitors.

Founded in 1980, the Civic Arts Commission advises the City Council and is charged with promoting the arts and urban beautification in Berkeley. The nine-member Commission has four subcommittees that address public art, grants, policy, and arts education. Through their work, the Commission has spearheaded changes to the Civic Arts Grant Program, initiated the public art on private development ordinance, and partnered with UC Berkeley to study equitable access to art enrichment in afterschool programs. The Berkeley Civic Arts Commission continues to be a driving force for change and forward-thinking progress for arts and culture in Berkeley.

The Civic Arts Program is housed within the City's Office of Economic Development and implemented by the City's Civic Arts staff. The organizational structure and work flow of the Civic Arts Program is included in Figure 1 to illustrate the interrelationship between elected officials, City staff, Civic Arts Commissioners and the various arts programs, activities and policies.



Berkeley Repertory Theatre's production of "Ain't Too Proud—The Life and Times of The Temptations." Photo courtesy of Kevin Berne/Berkeley Repertory Theatre.

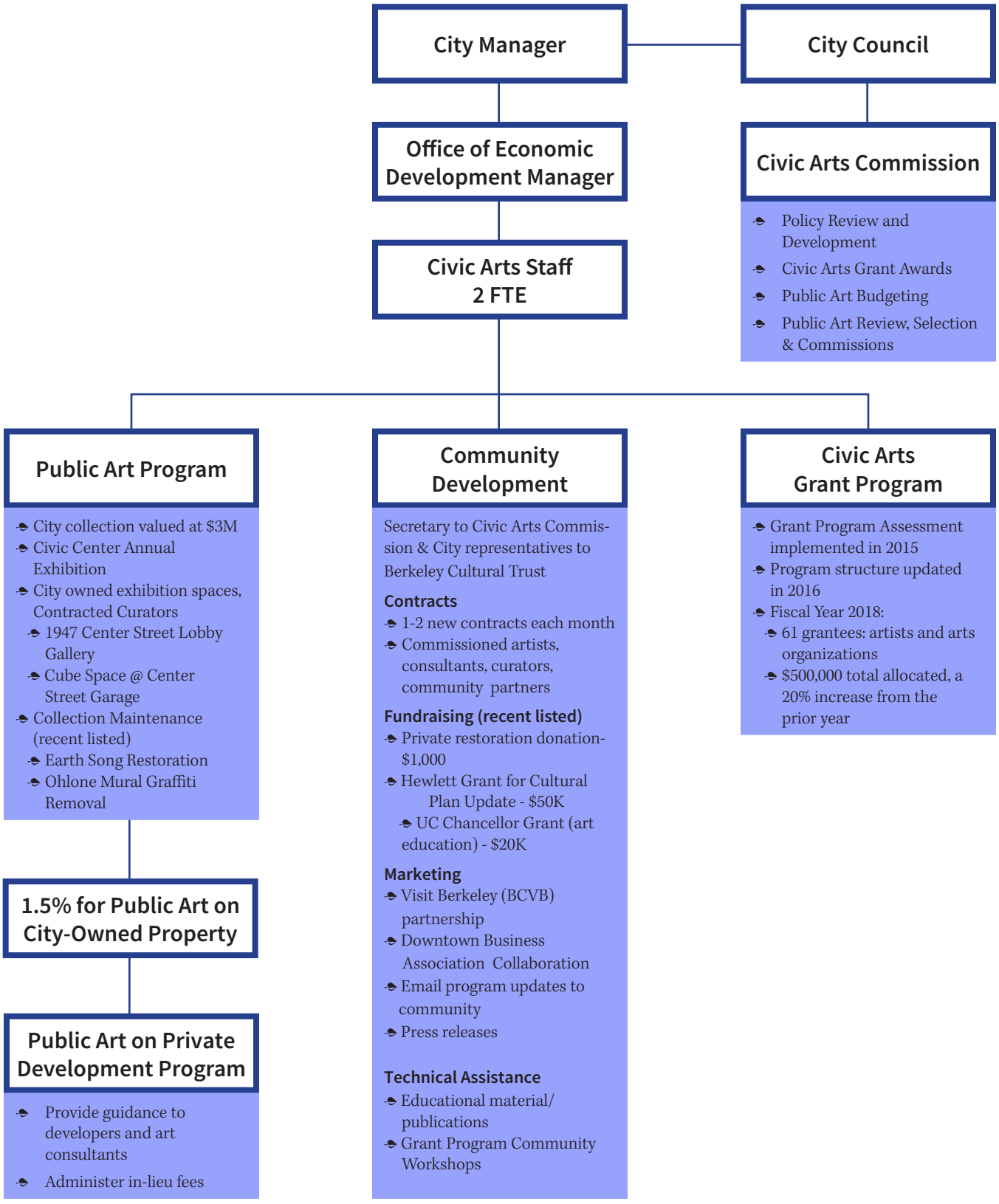
The Berkeley Cultural Trust (BCT), another key player in the local arts community, is a free membership-based organization that represents cultural organizations throughout Berkeley. BCT has helped create a strong, unified voice for artists and cultural organizations to advocate for policies, actions and resources that enhance the well-being of local artists and cultural organizations. The BCT operates in close cooperation with the Civic Arts Commission, demonstrating the collaborative nature of Berkeley's art community.

Additionally, the University of California, Berkeley is home to several key arts and cultural venues and features world-renown arts programming. For instance, as one of the largest, university-based performing arts presenters in the United States, Cal Performances offers a unique array of world-class cultural experiences to Berkeley residents and visitors from across the Bay Area. Many other campus departments and centers offer regular arts and culture programming, often free or at low cost to students and members of the community.

The expansion of new arts and cultural venues amplifies the richness and diversity of the arts landscape in Berkeley. For example, the UC Berkeley Art Museum and Pacific Film Archive (BAMPFA) moved into its new home in downtown Berkeley, offering 25,000 square feet of exhibition space and two theaters. In 2016, Berkeley Repertory Theatre re-opened its signature, 400-seat theatre space after nine months of renovation. In addition, the UC Theatre was refurbished and re-opened in April 2016, offering a large (1,400 capacity), state-of- the-art live music venue in the City of Berkeley.

Local arts events and festivals across the city offer a window into the vibrant style and diverse cultures of Berkeley. Berkeley is host to several annual events and festivals including Solano Stroll, the Cinco de Mayo Festival, and the Bay Area Book Festival.

CIVIC ARTS WORK FLOW 2018



ECONOMIC IMPACT OF THE ARTS

Economic Impact of the Arts

BY THE NUMBERS

$165 MILLION
in economic activity generated in Berkeley in 2016 by the arts industry

2.6 MILLION
people attended cultural events in Berkeley in 2016

$500,000
from the City of Berkeley allocated to artists and organizations in 2016

6,783
jobs provided in Berkeley by the arts sector in 2016

152
arts and culture nonprofits exist in Berkeley in 2016

For a city of 118,000, Berkeley offers a remarkably diverse array of arts and cultural opportunities. These cultural assets enrich the lives of individuals, help to build community, and create a positive identity and image for the city as a whole. Along with these social benefits, the arts and cultural assets in Berkeley also spur significant economic growth. As part of the *2018 Arts and Culture Plan Update*, an economic impact report was developed to document the significance of the arts and culture industry to Berkeley's local economy.

Overall, the arts and culture industry in Berkeley generates nearly $165 million in total economic activity, including both direct and indirect impact of the arts and culture industry. Arts and cultural organizations have a significant direct economic impact on the community. In particular, salaries and benefits, which go to local residents, and physical venue costs which typically go to local businesses, are direct expenditures that benefit the local economy. In Berkeley, total direct expenditures by nonprofit organizations come to nearly $98 million and the arts industry provides over 6,000 paid positions.

Arts and culture venues and events are popular in Berkeley, attracting a total audience of over 2.6 million in 2016. Audiences, which include both local residents and visitors from neighboring cities and beyond, significantly expand the economic impact of arts organizations through their spending at nearby restaurants, stores and hotels. This off-site spending may even exceed the direct expenditures of the arts organizations themselves. In particular, cultural events can attract new dollars by drawing visitors to the city who may spend more on average than local residents by paying for lodging and other related services.

SNAPSHOT OF CURRENT CONDITIONS

Through stakeholder interviews and focus groups, the planning team identified key issues influencing the arts in Berkeley. This assessment explores the current conditions and trends impacting the city's arts and culture sector, focusing on what has changed since the last Arts and Culture Plan in 2004. The key findings and issues that emerged from this assessment are described below.

Arts Funding and Investment

Art continues to play a critical role in Berkeley's economy, with strong performing and visual arts and new venues attracting visitors from outside the city and region. Even with the increased funding offered through the Civic Arts Grant Program, community arts leaders emphasized the need for additional funding to support the arts across the city.

Affordability

The issues of housing affordability and artist space affordability in Berkeley and the Bay Area are central concerns for artists and arts organizations in Berkeley. With rising real estate costs, many artists, even teaching artists, can no longer afford to live or rent artist spaces within Berkeley city limits. Artists living outside of Berkeley are struggling with the region's soaring cost of living and the cost of transportation to Berkeley. Local arts leaders noted that young artists are moving to Oakland and other cities where they can live more affordably. The interviews surfaced the need for an ongoing discussion on the role of the City and other large institutions in supporting the development of affordable housing and work spaces for artists and arts organizations.

Geography

Downtown Berkeley's successful "Addison Street Arts District" is well-established as a popular hub of arts and cultural activities. A key theme emerging from discussions with arts and cultural leaders is a desire to identify and establish art districts beyond the Downtown, in, for example, West and South Berkeley. The "Arts and Artisans District" in West Berkeley and the "Ashby Arts District" in South Berkeley are prime candidates for additional, neighborhood-specific City investment.



Utility box mural on Shattuck Avenue. Photo courtesy of the City of Berkeley.

Partnerships

Many arts and cultural leaders and organizations highlighted the desire to create more partnership opportunities with lynchpin institutions to leverage funding and increase operational capacity. While there are several strong connections existing between the City, UC Berkeley and arts organizations, leaders in the arts community expressed the need for more information-sharing and formalized structures to forge new relationships across sectors.

Arts in Education

Berkeley is working to address the role of schools and nonprofits in providing students with a high quality, equitable arts education. While BUSD has an exemplary music program district-wide, visual arts and other performing arts such as dance and theatre are not as consistently taught or widely available to all students. Some interviewees expressed that students who attend public school have less exposure to the arts, which makes them less familiar and invested in the arts as adults. Research by UC Berkeley through the Chancellor's Community Partnership funded study indicated that disparities in arts programming exist within the Berkeley Unified School District (BUSD) K-8 afterschool programs. Based on this understanding, the community dialogue on the role of public institutions and arts organizations in providing and supplementing arts education is a key issue in the Berkeley arts community.

Marketing and Promotion

Many arts institutions host shows, events and programs in Berkeley, however, stakeholders expressed a need to better market and promote their work and related activities. Since the 2004 Plan, the City has initiated a partnership with Visit Berkeley, which serves as a consolidated, online resource to promote upcoming arts and cultural events. Some interviewees suggested that the City and its arts partners work together to better leverage Visit Berkeley and expand marketing efforts.

Recent Arts Awards for Berkeley

In 2016, the *Diablo Magazine* named Berkeley's Arts District the "Best Renovated Arts District in the East Bay" citing the new UC Berkeley Art Museum, the new UC Theatre, Taube Family Music Hall, and the Berkeley Repertory Theatre.

The City of Berkeley hosted the "Meeting of Mayors" event as part of the Mayors Innovation Project in 2016. The arts sector's contributions to the city's economy were highlighted in a presentation to mayors from over twenty cities from across the country.

CHAPTER 3

Priority Planning Areas

Since the adoption of the last Arts and Culture Plan in 2004, the City and the Civic Arts Commission have prioritized three policy areas: Civic Arts Grants, Public Art, and Arts Education. This Plan Update takes an in-depth look at the development of each area in recent years, evaluating the City's investment of resources and making recommendations for further policy improvements in alignment with the vision articulated in this Plan.



Alicia Little Tree Bales and Ed Berkeley in "When Briseis Met Chryseis" at the Metal Shop Theater in Berkeley. Photo by W. Newton.

The City's commitment to these three priority areas is exemplified by initiatives led by the City in recent years, which include the UC Chancellor's grant-funded initiatives to enhance arts education, the development and implementation of the Public Art on Private Development ordinance, and revisions to the Civic Arts Grants guidelines for increased efficiency and equity. The progress that the City has demonstrated in these priority areas has helped lay the foundations for the Arts and Culture Plan Update and has equipped the City with the tools necessary to further strengthen its programs and address new challenges.

CIVIC ARTS GRANTS

Background and Current Conditions

The City of Berkeley provides financial support to the local arts community through the Civic Arts Grant program. The Berkeley Civic Arts Commission utilizes its grant-making to strengthen Berkeley's arts landscape in order to enrich the city as a whole. Grant funds are strategically targeted to continue building a vibrant arts ecosystem. The Civic Arts Commission makes funding recommendations to the City Council after a review panel evaluates the proposals and gives recommendations to the Commission.

The Civic Arts Grant Program is unlike other funding streams in that it allows organizations to utilize the funds for core operational activities rather than restricting expenditures to programming and projects. Over the last 15 years, the Civic Arts Grant Program has pursued a consistent grant-making approach, providing general operating support to arts groups, service organizations, and arts programs within larger institutions, and project support to individual artists. The amount of funding available for arts grants varies each fiscal year depending on the allocation from the City's General Fund approved by the City Council. The Civic Arts Commission and its Grants Subcommittee disburse the yearly allocation to a broad and diverse range of applicants, serving the widest audience possible.

Recent Developments and Accomplishments

In 2015, the City of Berkeley engaged an independent consultant to evaluate the Civic Arts Grant Program and identify strategies to improve the program. One of the key findings from the assessment was that the "formula-based approach and lack of grantee categories resulted in low grant amounts and was perceived as fostering ineq-uitable distribution of resources that put small arts groups at a disadvantage."[1] The assessment also revealed the need to promote art nodes in neighborhoods throughout the city, as opposed to concentrating funding in established districts (such as the Downtown Berkeley Arts District).

Subsequently, the City changed its grants guidelines and discontinued the use of the formula in grant allocations. In place of the formula-based approach, the City created three separate competitive grant pools for a) large and mid-size arts organizations, b) small arts organizations, and c) individual artists. In addition, the City simplified the application guidelines, form, and process, with separate application processes for organizations and individual artists.

The City Council also adopted the following changes to improve the Civic Arts Grant Program and ensure it is accessible to a wider diversity of local artists and arts organizations:

- Increased annual allocation to the Civic Arts Grants Program to a total budget of $500,000 for Fiscal Year 2018. (Table 1)
- Shifted from a two-year grant cycle to an annual cycle to allow arts organizations and artists an annual opportunity to apply for funding rather than having to wait every other year to apply.

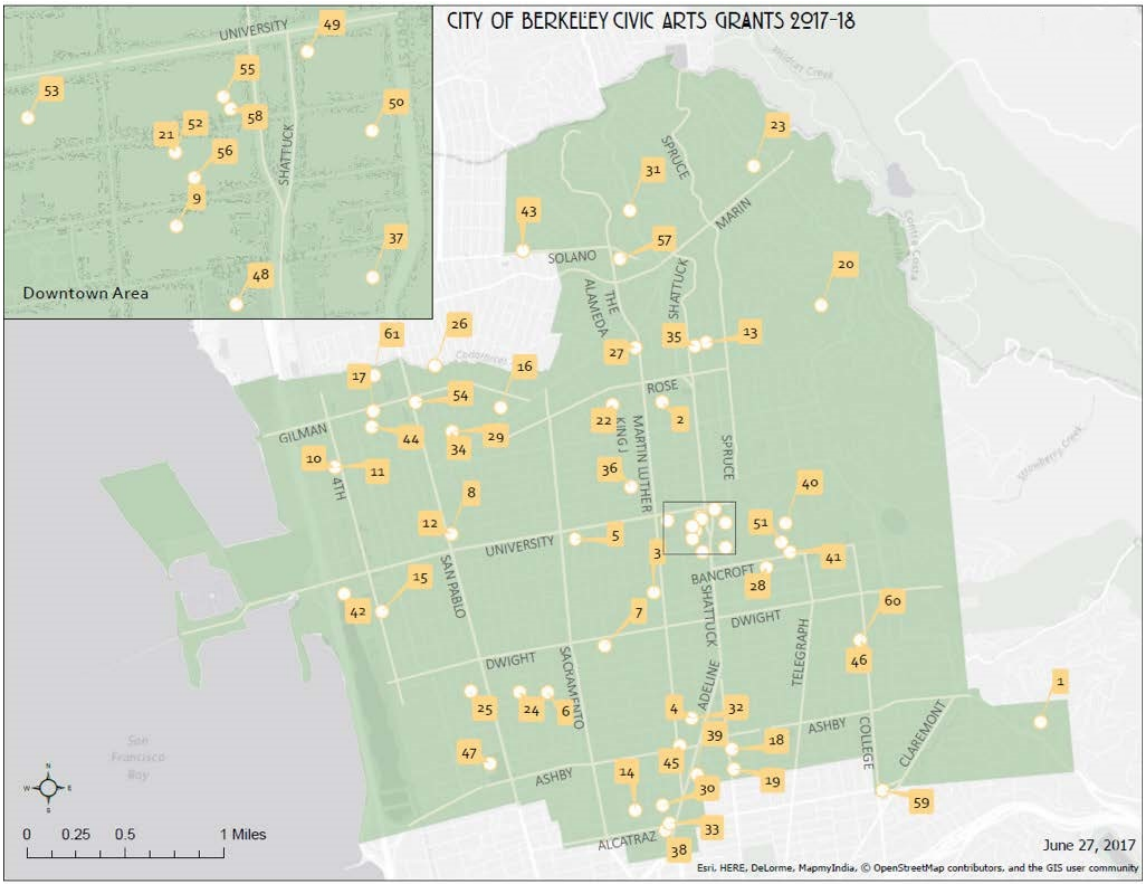
Table 1: Civic Arts Grant Program Funding (2015 — 2018)

	2015-16	2016-17	2017-18
Civic Arts Grant Funding Allocation	$229,100	$378,850	$497,510

A map of the 2017-2018 grant recipients (see Figure 2) demonstrates that grantees are spread across the city, creating art and programming in every district. Using an equity lens, the Civic Arts Grant Program is continually analyzing its practices and operations to ensure it reflects the cultural and racial diversity of Berkeley, the array of artistic disciplines practiced, geographic reach, and the current needs of the arts sector in Berkeley.

1 City of Berkeley Office of Economic Development, Civic Arts Grants Program. "Grants Program Assessment and Recommendations." October 2015.

Figure 2: Map of Civic Arts Grants



2017-18 CIVIC ARTS GRANT AWARD RECIPIENTS

Individual Artists

1. Christy Chan
2. Christopher (Kit) Young
3. Richard Silberg
4. Bruce Coughran
5. Todd Gilens

Funding dependent on increase in Civic Arts Program funds

6. Sheila Metcalf Tobin
7. Ben Goldberg

Small and Mid-Size Organizations

8. BrasArte The Damasceno Brazilian Cultural Exchange
9. Berkeley City College - Milvia Street Art and Literary Journal
10. Watershed Environmental Poetry Festival
11. Poetry Flash
12. Capoeira Arts Foundation
13. Berkeley Art Center
14. Actors Ensemble
15. CODEX Foundation
16. Berkeley Juneteenth Association, Inc.
17. Alternative Music Foundation
18. Gamelan Sekar Jaya
19. La Peña Cultural Center
20. Berkeley Community Chorus & Orchestra
21. Berkeley Old Time Music Convention
22. Junior Bach Festival Association, Inc.
23. Chora Nova
24. Pacific Edge Voices
25. Berkeley FILM Foundation
26. Sacred and Profane: A Chamber Chorus
27. Veretski Pass
28. Central Works
29. Play Cafe, Inc.
30. Creative Wellness Center/Bonita House, Inc.
31. Youth Musical Theater Company
32. Indra's Net Theater
33. PlayGround
34. Inferno Theatre
35. TheatreFIRST
36. Those Women Productions
37. David Brower Center
38. Youth Spirit Artworks
39. New Space Studio

Funding dependent on increase

40. UC Jazz
41. Creative Residencies for Emerging Artists Teaching Empowerment

Large Organizations

42. Luna Dance Institute
43. Foundation for the Future of Literature and Literacy, dba the Bay Area Book Festival
44. Small Press Distribution
45. Shotgun Players
46. Berkeley Ballet Theater
47. Kala Art Institute
48. Habitot Children's Museum
49. Heyday
50. UC Berkeley Art Museum and Pacific Film Archive (BAMPFA)
51. Regents of the University of California/Cal Performances
52. Berkeley Society for the Preservation of Traditional Music, dba: Freight & Salvage
53. Berkeley Symphony
54. Ashkenaz Music & Dance Community Center
55. Aurora Theatre Company
56. Bay Area Children's Theatre
57. Cazadero Performing Arts Camp
58. California Jazz Conservatory
59. Shawl-Anderson Dance Center
60. Julia Morgan Center for the Arts, Inc. DBA: Berkeley Playhouse
61. Berkeley Repertory Theatre

Another recent development is the establishment of a festivals grant program. Historically, Berkeley's grants to cultural festivals and special events have been allocated to specific recipients via the City's annual budget process, rather than through a competitive application process. In 2017, the Civic Arts Commission partnered with members of the Berkeley Cultural Trust, including a producer of many of Berkeley's most successful arts and culture festivals, to advocate and develop a framework for a transparent, competitive, public process for the allocation of those funds, so that more organizations would have the opportunity to benefit from that financial support. In early 2018, the Berkeley City Council adopted a resolution committing the City to proceed with that policy. City staff plans to work with the Civic Arts Commission to establish the program for implementation early 2019, in advance of the 2019-2020 grant cycle.

Recommended Improvements

The Civic Arts Grant Program is a clear articulation of the City's commitment to sustaining and celebrating the arts and creative expression within its borders. Arts stakeholders and community members that participated in this planning process identified a number of strategies for building on existing assets to increase investment in a vibrant arts community (with additional detail in Chapter 4):



Berkeley Repertory Theatre production of "Ain't Too Proud - The Life and Times of The Temptations." Photo by Kevin Berne.

Policy 2.1
Expand the Civic Arts Grants Program by increasing funding and technical assistance for grantees.

Arts advocates seek an ongoing commitment from local government to fund grants programs, and to explore funding increases that can be sustained by new revenue streams. Beyond funding, the City can increase the impact of the program by bolstering technical assistance for artists and arts organizations, particularly in regards to fiscal sponsorship and management, and organizational development.

Policy 2.2
Promote an equitable grant-making process and reduce application barriers.

The Civic Arts Commission and other arts stakeholders commit to pursuing additional enhancements to the City's arts funding programs to expand access for individuals and organizations from cultural communities and geographical areas that have been historically underrepresented and underfunded.

Policy 2.3
Promote the Civic Arts Grants Program to offer funding opportunities to a wider array of arts organizations and artists.

The City, the Commission and arts partners can expand the network of funding recipients by enhancing communications, establishing an organizational mentorship program, and pursuing other creative strategies to increase inclusiveness and build capacity.

Policy 2.4
Increase marketing of the arts among Berkeley residents, regional audiences and tourists.

There's a clear need and opportunity to leverage the community's investments in the arts by increasing marketing activities and strengthening connections between organizations and their audiences.

ARTS EDUCATION

Background and Current Conditions

Art practice and creative expression are crucial to the education and development of young people and people of all ages. Arts education provides opportunities for participants to build skills, solve problems, express themselves, and create something new. The City of Berkeley and its partners offer a wide range of high quality arts education experiences, available to an intergenerational Berkeley community in a variety of settings. The Berkeley arts and culture education system consists of a network of organizations including departments of the City of Berkeley, the Berkeley Unified School District, arts programs within higher education institutions, and educational programs within non-profit and community-based organizations.



Crowden Music School Students at Civic Center Exhibition Opening. Photo courtesy of the City of Berkeley.

Berkeley Unified School District programming

Berkeley Unified School District (BUSD or the District) consists of 11 public elementary schools, 3 middle schools, a high school, and an alternative school serving over 9,400 students in the BUSD. In addition, the District has 3 preschool facilities and an Adult School serving several thousand students each year. Programming in the curricular day includes:

- Music at all levels: BUSD's exemplary music program, funded by a recently renewed parcel tax, begins with recorder lessons for third grade classes, instrumental music for upper elementary, and then band, jazz band and orchestra at every middle school and Berkeley High (BHS). Alumni of BHS's award winning jazz ensembles have achieved recognition and awards in the national and international jazz scene.
- Other arts at all elementary and middle schools: Offerings of dance, theater and visual arts classes vary from site to site at elementary and middle school level. In elementary school, each principal works with stakeholders at their site to decide what kind of arts education is offered during the school day and how much.
- Arts at the high school level: The quantity and quality of arts programming at Berkeley High is superior by national standards for high schools of its size. All disciplines are represented, and performances and exhibitions are of very high quality. Serious artist students graduating from BHS are accepted at conservatories and professional arts preparation programs and go on to professional arts careers. That said, the resources offered in each field vary from year to year depending upon county/state support, philanthropic and PTA support, and BHS leadership.

Afterschool programming

Afterschool programming provides arts learning opportunities and enrichment for students at all levels. These opportunities are programmed as outreach opportunities within arts non-profit organizations, by the schools, and by school PTAs. As a result, the overall landscape for afterschool arts programs varies in both quality and access from school to school. Within the BUSD elementary school program, the complex afterschool ecosystem involves two different afterschool programs: LEARNS, a program that charges a sliding scale according to family income and BEARS, a subsidized program offering low or no-cost care to low-income families. The two programs offer markedly different levels of access to the arts and vary widely in quality and innovation from site to site. Each school's PTA offers a unique menu of programming that overlaps with both programs somewhat, but also serves students who participate in

neither afterschool program. The PTA classes typically charge a fixed amount per class, with limited scholarships, thereby offering high quality arts access to the children of better-resourced families. The dependence on differentiated models of funding – parental and governmental – can create inequity in access to arts programming.

City of Berkeley Programming

The City of Berkeley offers arts education classes through the Parks, Recreation and Waterfront Department that complement the Berkeley Unified School District's afterschool arts and culture activities and summer activities. Summer offerings include Cazadero Music Camp, which serves 1,400 students age 10 through 18 each summer; JumpStart in Music; Echo Lake Camp's artist-in-residence program; and Arts Discovery Camp serving children ages 5-12. Many classes are available at subsidized prices for Berkeley residents. Scholarships are sometimes available for low-income individuals and families. Afterschool classes take place at three park campuses.



"All The Right Moves" students with teacher Yukie Fujimoto performing at Luna Dance Institute's 20 Points of View open studio showing.
Photo courtesy of Luna Dance Institute

Non-Profit and Community-based Providers

Many of the 150+ arts organizations in Berkeley are fully dedicated to arts education, or have educational components integrated into their core programming. Berkeley enjoys high-caliber arts education providers in visual art, theater, dance, music, film, and other forms of fine art and creative expression. Many of these organizations partner with BUSD. While such partnerships increase students' access to arts education, the quality, accessibility, consistency, depth, and breadth of such partnerships vary, creating inequity in access.

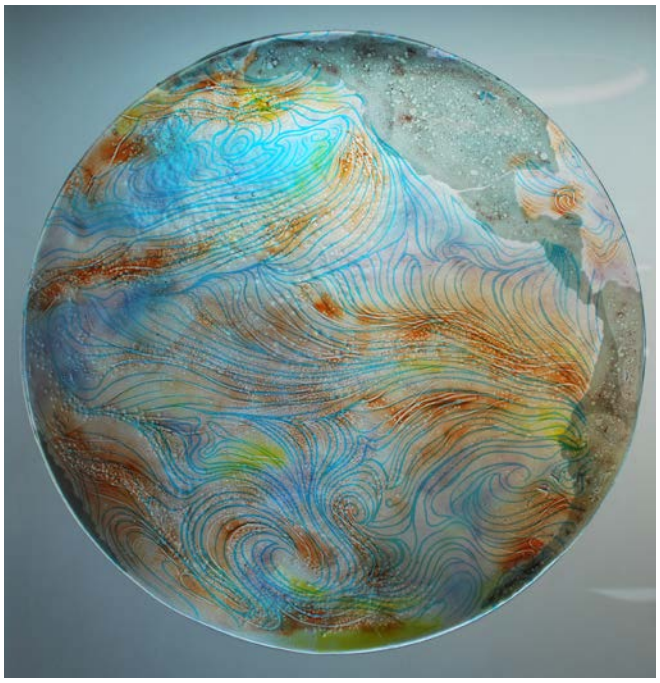
Higher Education and the Arts

Berkeley's institutions of higher education feature robust offerings in the arts, design, culture and creativity. At Berkeley City College, the Visual Art Department features studio classes, art history classes, certificates of achievement in Public Art, Figure Drawing and Art History, and AA Transfer Degree in Studio Art. The University of California at Berkeley houses a range of educational departments, student groups, and presenting organizations that teach the arts to college students, life-long learners, and youth across all disciplines in the visual arts, the performing arts, film and media, literary arts, and all design fields.

Educational offerings include free and accessible public programming, courses and degrees for UC Berkeley students, courses and certificates for concurrent enrollment students and life-long learners, educational programming from museums and presenting organizations, internships in arts administration, and student clubs devoted to community arts. The recent creation of the Office for Berkeley Arts + Design seeks to aggregate this rich and varied landscape across the campus, collaboratively fundraise, and strengthen community partnership in all creative fields. While the impulse to institutional and individual collaboration runs deep, the ongoing state and federal cuts to public higher education imperil the capacity to leverage and expand higher education programs on behalf of arts education in the city of Berkeley.

Advocacy organizations

The City of Berkeley, Civic Arts Commission, Berkeley Cultural Trust, and arts nonprofits in Berkeley are engaged in efforts to improve the access and quality of arts education opportunities for students. Drawing from each of these entities, the Berkeley Arts Education Steering Committee (BAESC) is a collaborative group dedicated to promoting and enhancing arts education in Berkeley. BAESC was founded in 1998 as a collaboration between local arts organizations, parents, teachers and administrators. BAESC is a committee of Berkeley Cultural Trust and over the past 19 years has been led by local leaders in partnership with BUSD. The goal of BAESC has consistently been to bring a variety of strong arts programming to students in the Berkeley schools.



"Spectrascape" by Wowhaus at Berkeley's West Branch Library. Photo courtesy of the City of Berkeley.

Recent Developments and Accomplishments

Despite the challenges of an under-resourced and under-coordinated arts education environment in the City of Berkeley, there has been continuous improvement as well as promising pilot projects that test new partnerships and create coalitions for advocacy. Most of the pilots described below depend entirely on volunteer labor and need stable funding and staffing to continue implementation.

UC Berkeley Arts Administration Internship Program

Funded for two years by a Chancellor's grant from UC Berkeley, the Arts Research Center (ARC) at UC Berkeley collaborated with the Berkeley Cultural Trust to establish internships programs for Cal students within ten to twelve arts organizations. Students received Independent Study or Field Study credit with then ARC Director (now Associate Vice Chancellor) Shannon Jackson while volunteering in the administrative offices of BCT member institutions. BCT staff received modest stipends in exchange for mentorship and a modest fund supported programming and teaching in the field of arts administration. This model was a win-win for Berkeley students and the Berkeley Cultural Trust, but it requires sustained funding to continue.

Equity in Access to Afterschool Arts Program Study

Funded for two years by another Chancellor's grant from UC Berkeley, the City of Berkeley and the Berkeley Civic Arts Commission partnered in 2017 with the Principal Leadership Institute in the Education Department at the University of California at Berkeley to study arts education at BUSD afterschool programs. The study identified issues of unequal access to arts education at various afterschool

program sites–sited above–and made recommendations to address these equity issues. The project also resulted in the creation of a draft *Art Education Handbook* for after school programing at BUSD. The project sponsors and partners hope to build on this progress by enhancing partnerships between arts nonprofits and BUSD afterschool programming.

Creative Residencies for Artists Teaching Empowerment (CREATE)

Amongst the many arts providers identified in the Afterschool Program Study, UC Berkeley's network of student volunteers are a key source of supplemental arts education at BUSD and other schools. The C.R.E.A.T.E. program within the Public Service Center (PSC) places around 40 students in local schools as volunteer arts teachers, though PSC cannot afford to hire staff dedicated to coordination and mentorship. With their own initiative, Berkeley students applied for and received a one-time Civic Arts grant to hire experienced teaching artists to train them as assistant arts teachers. Once again, this was a win-win for many schools, Berkeley students, and Berkeley-based teaching artists, but it requires sustained staffing and funding to continue.

The Berkeley Arts Education Steering Committee (BAESC)

The Berkeley Arts Education Steering Committee (BAESC) is comprised of staff from local arts organizations, parents, teachers and administrators. Coming out of an effort to apply for a Kennedy Center grant for arts education, BAESC's goal is to bring a variety of strong arts programming to students in Berkeley's schools. While they did not receive the grant, the coalition remained. BAESC was inspired by the arts education meeting held in the fall of 2015 at the William and Flora Hewlett Foundation to continue working for quality arts education in both the school day offerings and in afterschool programs. BAESC has identified two near-term goals:

1. Enriching afterschool programs with the arts using the afterschool arts assessment conducted by the Berkeley Civic Arts Commission and the UC Berkeley's Principal's Leadership Institute under the sponsorship of the UC Berkeley Chancellor's grants.
2. Exploring what resources are available outside the district to facilitate an arts education strategic plan.

Recommended Improvements

Arts education advocates and service providers should build on these recent accomplishments and strengthen partnerships with BUSD and other educational institutions to expand high quality and equitable arts education in Berkeley. This community planning process identified the following policy goals and actions steps to pursue this goal (with additional detail in Chapter 4):

Policy 3.1
Advocate on local, state and national levels to further incorporate arts education into the curricular day and enhance equitable access to arts in extended learning programs.

Berkeley's community leaders in the arts have established clear advocacy goals related to addressing inequities in access to arts education, increasing the offerings of stand-alone arts instruction, and better integrating the visual and performing arts in other curricular areas such as math, language arts, science and social studies. Advocates are committed to organizing persistent efforts in pursuit of those goals.

Policy 3.2
Create innovative learning opportunities that connect students and young adults with career pathways in the arts.

Berkeley can build upon the pilot projects described above to create and fund innovative learning opportunities that connect college students and young adults with career pathways in the arts–whether as

community arts practitioners, as arts teachers, or as arts administration internships. Such win-win partnerships create a virtuous circle that fortifies the public schools and arts organizations of the city while providing career-building opportunities for students and young adults with a passion for the arts, community, and cultural leadership.

Policy 3.3
Bolster arts education programming that complements the public school (K-12) context and lifelong learners.

BAESC and the Civic Arts Commission are committed to planning and implementing a key recommendation of the recently completed research on afterschool programming: a summer arts enrichment pilot to BEARS students. Working with the BEARS administrator, this coalition is developing a series of field trips to Berkeley arts providers to provide students with several hand-on arts experiences in the visual and performing arts. Input will be sought from both students and staff after each arts field trip to inform next steps, and possible areas of arts focus for the subsequent school year.

PUBLIC ART

Background and Existing Conditions



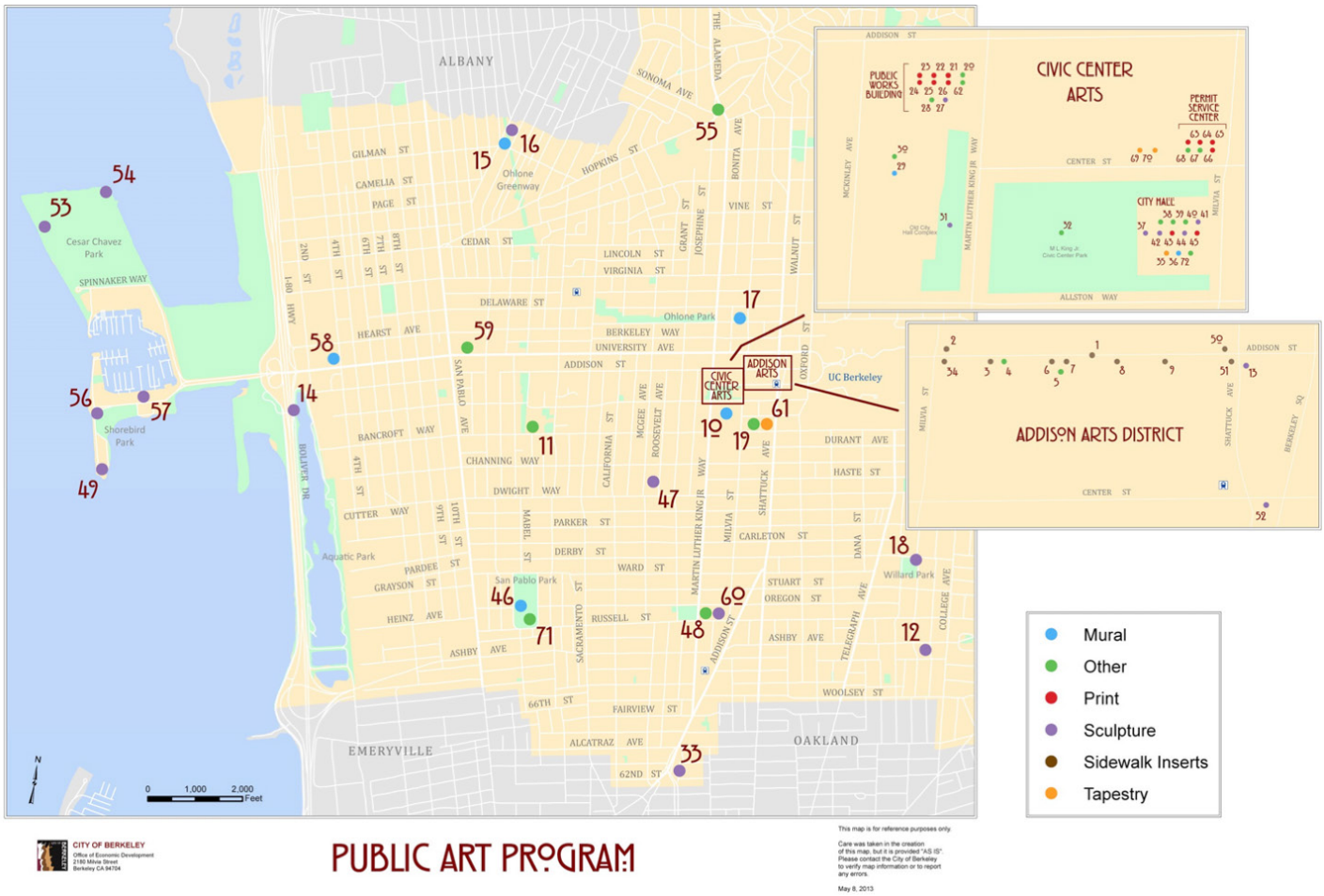
"Calliope" by Joseph Slusky, located in the Berkeley Marina. Photo courtesy of the City of Berkeley.

Across the City of Berkeley, creative and unique works of public art enhance the quality of life for residents and visitors alike. Public art breathes life into the built environment and open spaces by engaging artists to create works that reflect the unique character of our city. According to a 2015 study conducted by Americans for the Arts, titled "Americans Speak Out about the Arts," approximately 78% of Americans experienced the arts at a "non-arts" venue, such as a park, airport, shopping mall or civic building. This finding indicates that efforts of local arts organizations and arts agencies to "integrate the arts deeper into the fabric of their communities are having measurable impacts."[1]

Public art is integrated in a number of Berkeley's parks, civic buildings, private developments, streetscapes, and other public spaces (see Figure 3 Map of Berkeley's Public Art). The City's longstanding Public Art Program includes a City collection valued at $3 million dollars, numerous public artworks installed throughout the city, and three City-owned galleries which house a series of rotating exhibitions. The City has completed 82 public art projects since its inception in 1967, with many of the early works commissioned through the City's own voluntary contributions, philanthropic donations and grant funding.

1 Americans Speak Out about the Arts, https://www.americansforthearts.org/sites/default/files/POP_FullReport_July11-1.pdf

Figure 3: Map of City of Berkeley's Public Art



In 1999 the City of Berkeley adopted the Percent for Art Ordinance, requiring all public improvements and bond measures to allocate 1.5% of the capital budget for public art. This ordinance established a program to fund the development of visual art in public places, including art developed in conjunction with municipal construction projects.

In 2001, the City of Berkeley developed "Guidelines for Public Art" designed to support legislation and staff responsibilities. As part of these guidelines, the following mission statement was articulated for the Public Art Program:

> *The City of Berkeley's Public Art Program will enliven and beautify the City's environment. The program will encourage and promote awareness of the City's rich ethnic, social, and cultural diversity as expressed through visual and design arts. The Public Art Program will enhance the visual environment for the citizens of Berkeley, integrate the design work of artists into the development of City public works projects, and promote tourism and economic vitality of the City through the enhancement of public spaces.*[1]



"Expanse" by Carolynn Hayduk at the Center Street Garage. Photo courtesy of the City of Berkeley.

The City of Berkeley has also programmed various publicly accessible exhibition spaces providing local and regional artists the opportunity to show their work in highly visible locations. These include:

1. The Civic Center Art Exhibition, located in the public spaces of the Martin Luther King Civic Center (2180 Milvia Street), provides artists who either live or work in Berkeley with a way to share their art with City staff and the public.
2. The Lobby Gallery at 1947 Center Street serves as a curated gallery that provides visitors and staff an opportunity to see art produced locally in the Bay Area region.
3. Addison Street Windows Gallery, at the Center Street Garage, for decades incorporated a visual artwork into Downtown Berkeley's award-winning Addison Street Arts District. As of publication, the garage is currently being reconstructed; the new garage will include an exhibition space called "Cube Space" that hosts audio-visual art installations.

1 City of Berkeley. Public Art for the City of Berkeley: A Guide to the Public Art Process. (2001)

Romare Bearden's Mural: "Berkeley - The City and Its People"(1973)

"The City and Its People" was one of the first public art commissions of the renowned African-American artist, the late Romare Bearden. The Civic Arts Commission of the City of Berkeley commissioned this mural to be placed in the City Council Chambers as an active and accessible part of the city and its civic life.

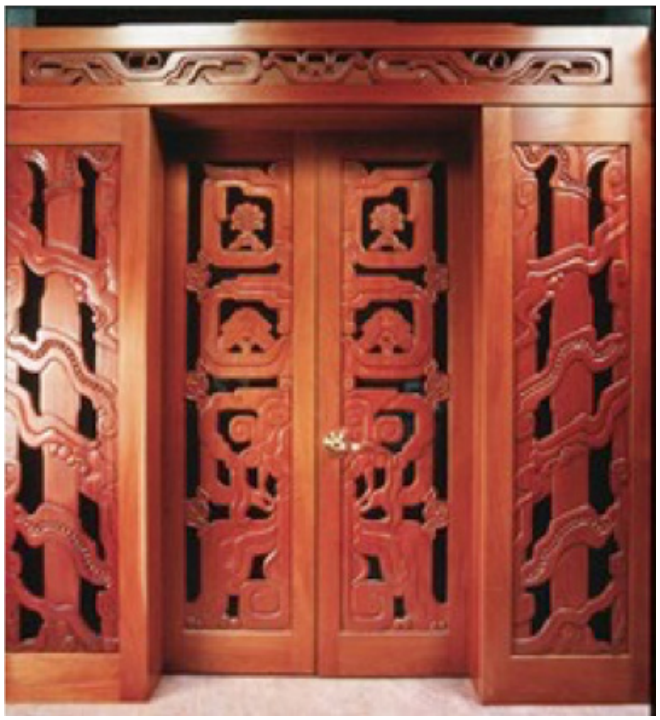
The National Gallery of Art in Washington, D.C. presented a retrospective of Romare Bearden's life work and borrowed this piece for their national exhibition of his work in 2003. The exhibition toured around the country, including stops at the San Francisco Museum of Modern Art, Dallas Museum of Art and the Whitney Museum of American Art.



Photo courtesy of the City of Berkeley.

In accordance with the placement of the mural in an open and well-used civic area, the logo of the City of Berkeley contains a multicultural design derived from a segment of this mural's imagery. Until 2003, the mural hung in the City Council area of Berkeley's previous City Hall building where public meetings were held. However, as public meetings were moved to other civic buildings, the mural was placed in storage for safe-keeping until a new location is identified to display this beautiful work of art.

Recent Developments and Accomplishments



Main Library Gates by Miles Karpilow. Photo courtesy of the City of Berkeley.

Significant policy achievements in recent years have advanced public art on a number of fronts within the City of Berkeley. Some of the policy improvements will generate new sources of funding for public art, making this an ideal time to conduct a citywide community-engaged planning process to inform how these resources will be allocated, ensuring that new public art opportunities are aligned with Berkeley's values and vision.

Public Art in Private Development

After years of community deliberation, City Council adopted the Public Art on Private Development Ordinance in July 2016 to support publicly accessible on-site artwork valued at 1% of the cost of construction of new commercial, industrial, and multi-unit residential buildings. As an alternative to commissioning on-site artwork, the Ordinance allows the developer to pay an in-lieu fee of 0.8% of the cost of construction to support publicly accessible arts and cultural programming anywhere within Berkeley. In October 2017, City Council revised the Public Art on Private Development Ordinance, expanding the applicability and increasing the budget requirement for on-site artwork to 1.75% of construction costs. The Public Art on Private Development Program Guidelines call for an annual budgeting process to allocate any funds accrued in the "in-lieu" fund, referred to in the

Guidelines as "The Private Percent Art Fund." The purpose of this fund is "to provide arts and cultural services to the community at large by funding implementation of the Arts and Cultural Plan." Pursuant to the Guidelines, the Civic Arts Commission will develop specific protocols for funding arts and culture programming, public art commissions, and other arts and cultural initiatives.

Telegraph District Public Art Plan

The Telegraph District Public Art Plan was developed through a series of meetings and conversations with the local community, UC Berkeley, the Telegraph Business Improvement District (TBID), the City of Berkeley, the Civic Art Commission, the Berkeley Police and Fire Departments, AC Transit and other stakeholders. The Plan, completed in 2015, developed a unifying vision for how a range of temporary installations, permanent public art, and a variety of other contemporary forms of cultural programming could be integrated more substantially into any future construction along the Avenue. The plan highlights potential locations for public art in the Telegraph District to "strengthen the sense of community (and connections between various communities), enliven the streetscape and improve the character and quality of the public realm along this unique and important cultural corridor."[2] This district-specific art plan was a model for how the Civic Art Program could plan for public art within the other "nodes" of the city.

Figure 4. Types of Art as Highlighted in the Telegraph District Public Art Plan (2015)



Photo courtesy of the City of Berkeley.

Significant Community Benefits

Through the advocacy efforts of the Civic Arts Commission, City Council approved a significant community benefits package for the Harold Way development which included $750,000 for the arts. The policy for how those funds are to be allocated will be determined by the Civic Arts Commission in alignment with the vision, values and goals articulated in this Cultural Plan.

2 Passmore, M. The Telegraph District Public Art Plan, 2015. https://www.cityofberkeley.info/uploadedFiles/City_Manager/Level_3_-_Civic_Arts/Telegraph%20Public%20Art%20Plan-small.pdf

South Berkeley Artwork Commission Honoring William Byron Rumford

Taking an initial step to address the geographic disparity in public art investments in Berkeley, the Civic Arts Commission worked with community members from South Berkeley to commission an artwork honoring the contributions of Assemblyman William Byron Rumford who authored the California Fair Housing Act of 1963. The artwork was installed on the grassy median on Sacramento Street at Julia Street in 2016.

Measure T1 Funding for Public Art

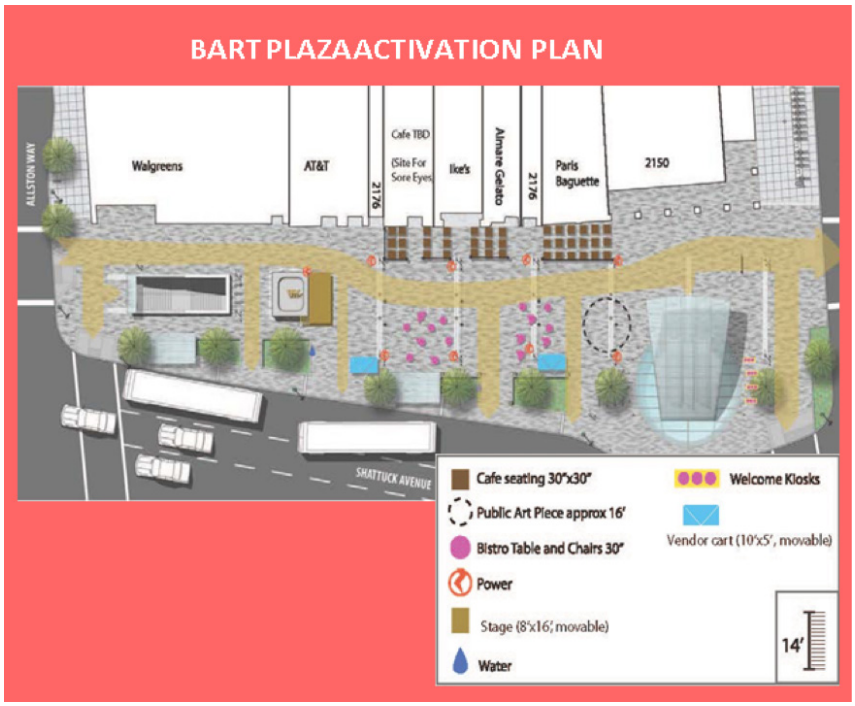
In November 2016, City of Berkeley residents voted to approve Measure T1, which "authorizes the City to sell $100 million of General Obligation Bonds (GO Bonds) to repair, renovate, replace, or reconstruct the City's aging infrastructure and facilities, including sidewalks, storm drains, parks, streets, senior and recreation centers, and other important City facilities and buildings." One percent was set aside for functional public art. The Civic Arts Commission will designate sites for functional public art in three phases for a total of one million dollars.

Center Street Garage Public Art

The Civic Arts Commission dedicated a large portion of the public art funds generated by the Center Street Garage construction project to create an exhibition space called the "Cube Gallery." This display space located at the ground level of the new garage structure in the heart of the Downtown Arts District, with an expected opening in mid-2018, will provide a venue to showcase new media and film and video 24/7 facing the street and sidewalk.

Downtown Berkeley BART Plaza

Downtown Berkeley BART Plaza serves dual civic purposes as the City's most critical transportation hub and also its central community plaza. In 2017, the Civic Arts Commission partnered with the Downtown Berkeley Association (DBA) to develop a plan to activate the plaza with art, performances, community activities, and other cultural pro-gramming. This plan envisions the plaza as the heart of Berkeley, where residents and visitors will be invited to linger, listen to music, read a pa-per or be inspired by art and creativ-ity. The newly renovated plaza will feature a programmable sound and lighting system to facilitate ambient sound installations and public performance. The plaza will also host a temporary, large-scale sculpture for approximately one year; as funding allows, this large-scale sculpture will change annually, providing a unique, highly-visible and ongoing opportunity for sculptors from the Bay Area and beyond to display their work.



Downtown Berkeley BART Plaza Plan. Drawing Courtesy of City of Berkeley.

Recommended Improvements

The civic, social and economic value of Berkeley's public art is difficult to overstate. The City of Berkeley and its partners aim to produce more public art throughout Berkeley by pursuing the following policies and actions (with additional detail in Chapter 4):

Policy 4.1
Enhance Berkeley's environment by placing temporary and permanent public art in public spaces throughout the City.

In the near-term, staff and community partners will assess the conservation needs of the existing public art collection, implement a suite of arts and cultural programming in Downtown Berkeley BART Plaza and other locations, and conduct technical assistance and fundraising activities to facilitate more new community-led and City-commissioned public art installations.

Policy 4.2
Allocate City funds for public art citywide to ensure equity and access.

Respondents to the survey conducted for this plan update (see Appendix B) identified numerous potential locations for public art. Survey participants indicated a desire for more public art on major corridors, parks, BART stations, the marina and traffic circles on residential streets. Civic Arts staff and the Commission will identify segments of the community that currently have limited access to public art, in order to identify priority locations for future commissions.

Policy 4.3
Implement the recently established the Public Art on Private Development Ordinance and program.

A number of on-site public art projects in private buildings are currently in development. In the near-term, the Commission will implement a transparent public process to allocate in-lieu funds in pursuit of the goals and values articulated in this plan.

Policy 4.4
Promote the City's public art collection.

Stakeholders identified opportunities to leverage the City's existing collection via marketing and digital media to increase artwork exposure.

CHAPTER 4

Policy Improvements and Action Steps

This chapter outlines specific policy improvements and action steps for the City of Berkeley, the Civic Arts Commission, Berkeley Cultural Trust, other arts partners and the broader community to implement over the next ten years.

One of the most persistent themes of this cultural planning process is the pressure that artists and arts organizations are feeling as a result of increasing costs—of housing, performance and workspaces, and living—in the Bay Area. Goal 1 of this plan outlines a series of policies and actions designed to counter this trend by increasing stability and sustainability for Berkeley's arts community.

Goals 2 through 4 relate to the three priority planning areas considered in the previous chapter: Civic Arts Grants, Arts Education, and Public Art.

It should also be noted that current staff capacity and administrative resources are limited, making it challenging to accomplish the numerous actions identified through this planning process. Currently, the City of Berkeley and its partners lack resources to implement many of the specific action steps identified through this community planning process. There is a clear need for additional staff capacity and continued collaboration among arts partners to support and implement the growing number of art-related programs, policies and desired actions in the City of Berkeley. Goal 5 of this Plan identifies strategies and specific action items to help expand the capacity of the Civic Arts Program staff.

The policies and action items laid out on the following pages represent an ambitious effort to build on and expand the existing work of the Civic Arts Program. For each action item, the matrix indicates whether funding or staffing resources are currently available to support implementation.

In addition, the matrix indicates the proposed lead and support roles, and lays out general timeframes for implementation. The timeframes include short-term (1-3 years), mid-term (3-6 years) and long-term (6-10 years). These timeframes should be re-evaluated as new funding streams and priorities emerge.

- Goal 1: Increase Access to Affordable Housing and Affordable Spaces for Artists and Arts Organizations
- Goal 2: Increase Investment in a Vibrant Arts Community
- Goal 3: Expand High Quality and Equitable Arts Education
- Goal 4: Produce More Public Art Throughout Berkeley
- Goal 5: Expand the City of Berkeley's Organizational Capacity to Better Serve the Arts Community

GOAL 1: INCREASE ACCESS TO AFFORDABLE HOUSING AND AFFORDABLE SPACES FOR ARTISTS AND ARTS ORGANIZATIONS

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
Policy 1.1 Increase the availability of affordable performance and exhibition venues and studio spaces.	a. Facilitate partnerships and space sharing agreements among arts organizations and others.	Existing	Lead: Civic Arts staff Support: Berkeley Cultural Trust, Arts Organizations	Mid-term
	b. Support the creation of a centralized community arts center for performances, classes, art exhibitions and other activities.	Existing	Lead: Civic Arts Commission Support: Civic Arts Staff, Berkeley Cultural Trust, Public Works Department	Mid-term
	c. Facilitate the creation of artist workspaces through land use policy changes, such as encouraging use of ground-floor commercial spaces by individual artists and arts non-profits.	Not Identified	Lead: Berkeley City Council Support: Planning & Development Department, Planning Commission, Civic Arts Commission, Civic Arts Staff	Mid-term
Policy 1.2 Increase and protect permanently affordable housing for artists.	a. Conduct an inventory of existing housing for artists.	Not Identified	Lead: Not Identified Support: Civic Arts Staff, Civic Arts Commission, Housing Advisory Commission	Mid-term
	b. Identify vacant and underutilized buildings that could be converted for use as artist housing and workspaces.	Not Identified	Lead: Not Identified Support: Office of Economic Development, Planning & Development Department	Mid-term

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
	c. Partner with housing advocates to explore and secure new funding sources for affordable artist housing.	Not Identified	Lead: Not Identified Support: Civic Arts Commission, Berkeley Cultural Trust, Housing Division, Affordable Housing Advocates, Rent Board	Mid-term
	d. Modify MULI, MUR Districts to incentivize development of affordable housing and live/work spaces for artists that are compatible with existing artisan and industrial uses.	Not Identified	Lead: Berkeley City Council Support: Planning & Development Department, Planning Commission, West Berkeley Artisans & Industrial Companies (WBAIC), Civic Arts Commission, Civic Arts Staff	Long-term
Policy 1.3 Enhance and support equity among artists and arts organizations in Berkeley, with a focus on race, gender, and socioeconomic conditions.	a. Map the demographics of Berkeley's arts ecosystem to provide a basis for economic support for culturally and racially diverse organizations and artists.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission, Berkeley Cultural Trust	Short-term
	b. Identify and evaluate the barriers that limit the ability of culturally and racially diverse artists and arts organizations to sustain and grow their creative activities in Berkeley.	Existing	Lead: Civic Arts Staff Support: Civic Arts Commission, Berkeley Cultural Trust	Mid-term
	c. Invest in arts programming and public art in underserved areas of Berkeley.	Existing	Lead: Civic Arts Commission Support: Civic Arts staff, Berkeley Cultural Trust, Berkeley City Council	Mid-term
	d. Develop a new generation of culturally and racially diverse leaders in the arts community.	Not Identified	Lead: Civic Arts staff and Berkeley Cultural Trust Support: Civic Arts Commission, Bay Area Service Organizations on Non-Profit Development	Mid-term

GOAL 2: INCREASE INVESTMENT IN A VIBRANT ARTS COMMUNITY

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
Policy 2.1 Expand the Civic Arts Grant program by increasing funding and technical assistance for grantees.	a. Evaluate and pursue new revenue streams, such as a Transient Occupancy Tax (TOT) increase, short-term rental tax, cannabis tax etc.	Existing	Lead: Civic Arts Commission Support: Berkeley City Council, Civic Arts staff, Berkeley Cultural Trust	Short-term
	b. Pursue corporate sponsorships and other fundraising strategies for community festivals and other arts and cultural programming and events.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission	Mid-term
	c. Explore the feasibility of a program that would allow residents to donate funds directly to the Civic Arts Program.	Existing	Lead: Civic Arts staff Support: Finance Department, Civic Arts Commission	Mid-term
	d. Identify and pursue local, state, and federal funds with projects aimed at promoting equitable access to the arts.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission	Short-term
Policy 2.2 Promote an equitable grant-making process and reduce application barriers.	a. Create a streamlined portal for arts and cultural grants to improve the efficiency and effectiveness of the grant-making process and reduce application barriers.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission	Short-term
	b. Review and evaluate the annual results of the Civic Arts Grant Program to ensure an equitable grant-making process.	Existing	Lead: Civic Arts Commission Support: Civic Arts Staff	Short-term
	c. Prioritize investments in arts organizations and artists outside of Berkeley's downtown to ensure broad, citywide participation in funding opportunities.	Existing	Lead: Civic Arts Commission Support: Civic Arts Staff, Arts Community	Short-term

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
	d. Develop a festival grants policy to increase the transparency and equitable distribution of festival funding.	Existing	Lead: Civic Arts Commission Support: Civic Arts staff, Office of Neighborhood Services	Short-term
Policy 2.3 Promote the Civic Arts Grant Program to offer funding opportunities to a wider array of arts organizations and artists.	a. Create a stand-alone Civic Arts webpage to increase the visibility of Civic Arts programs and to promote grant recipients.	Not Identified	Lead: Civic Arts staff Support: Civic Arts Commission, IT Department	Mid-term
	b. Produce videos that promote the Grants Program, including examples of current projects.	Not Identified	Lead: Civic Arts staff Support: Civic Arts Commission	Mid-term
	c. Create networking opportunities for grant awardees to market the Civic Arts Grants Program and provide additional incentives for artists to participate.	Not Identified	Lead: Civic Arts staff Support: Civic Arts Commission, Berkeley Cultural Trust	Mid-term
	d. Develop a mentorship program to support small arts organizations.	Not Identified	Lead: Berkeley Cultural Trust Support: Civic Arts Commission, Civic Arts Staff	Mid-term
Policy 2.4 Increase marketing of the arts among Berkeley residents, regional audiences and tourists.	a. Evaluate how to improve marketing of Berkeley's cultural offerings to residents and audiences regionally.	Existing	Lead: Berkeley Cultural Trust Support: Civic Arts Staff, Visit Berkeley, Downtown Berkeley Association	Short-term
	b. Conduct marketing efforts Citywide to raise public awareness of the diverse art community in Berkeley.	Not Identified	Lead: Not Identified Support: Civic Arts staff, Civic Arts Commission, Berkeley Cultural Trust, Visit Berkeley	Mid-term
	c. Increase audience diversity through meaningful engagement with young people, seniors, people with disabilities, low-income people, and people of color.	Not Identified	Lead: Not Identified Support: Civic Arts Commission, Civic Arts Staff, Berkeley Cultural Trust	Mid-term

GOAL 3: EXPAND HIGH QUALITY AND EQUITABLE ARTS EDUCATION

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
Policy 3.1 Advocate on local, state and national levels to further incorporate arts education into the curricular day and enhance equitable access to arts in extended learning programs.	a. Build coalition of stakeholders to advocate for change to California state law which dictates structural features in the BEARS program, creating barriers to integration with students in the LEARNS program.	Not Identified	Lead: BAESC Support: Civic Arts Commission	Long-term
	b. Support and strengthen the partnership between BAESC, BCAC, BUSD, and Berkeley Cultural Trust.	Not Identified	Lead: Civic Arts Commission Support: BAESC, Berkeley Cultural Trust, Berkeley Unified School District	Short-term
	c. Advocate to BUSD to provide theater, dance and visual arts education comparable to the district's successful music instruction program.	Existing	Lead: BAESC Support: Civic Arts Commission, Berkeley Cultural Trust	Mid-term
	d. Advocate for improved arts opportunities for populations such as low-income families, English learners, people with special needs/disabilities, disconnected transitional age youth, and early childhood (0-5) students.	Existing	Lead: Civic Arts Commission Support: Berkeley Cultural Trust, BAESC	Mid-term
Policy 3.2 Create innovative learning opportunities that connect students and young adults with career pathways in the arts.	a. Develop and/or deepen existing partnerships for college students to receive training and supervision to mentor youth in the visual and performing arts during the curricular day and/or in extended learning settings.	Not Identified	Lead: BAESC Support: UC Berkeley, Berkeley City College, Other academic institutions, Civic Arts Staff, Civic Arts Commission	Mid-term

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
	b. Create fellowships, internships, professional mentorships, or other programs to train the next generation of arts educators and arts professionals.	Not Identified	Lead: BAESC, Berkeley Cultural Trust Support: Civic Arts Commission	Mid-term
Policy 3.3 Bolster arts education programming that complements the public school (K-12) context and lifelong education.	a. Raise funds to develop a pilot arts education program in the BEARS summer session.	Not Identified	Lead: Civic Arts Commission Support: BAESC, Berkeley Cultural Trust, Civic Arts Staff	Short-term
	b. Identify innovative strategies to improve outreach to special programming for teens and at-risk youth.	Not Identified	Lead: BAESC Support: Civic Arts staff, Civic Arts Commission, Berkeley Cultural Trust, Berkeley High	Long-term
	c. Explore changes to the Civic Arts Grants Program to increase grantee participation in afterschool arts programs.	Existing	Lead: Civic Arts Commission Support: Civic Arts Staff, Berkeley Cultural Trust	Short-term

GOAL 4: PRODUCE MORE PUBLIC ART THROUGHOUT BERKELEY

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
Policy 4.1 Enhance Berkeley's environment by placing temporary and permanent public art in public spaces throughout the city.	a. Conduct site/condition assessments of current public art collection	Existing	Lead: Civic Arts staff Support: Civic Arts Commission	Short-term
	b. Activate the newly renovated Downtown Berkeley BART Plaza with public art in a variety of media and forms.	Existing	Lead: Downtown Berkeley Association, Civic Arts Commission Support: Civic Arts Staff	Short-term
	c. Dedicate funding for performing arts, interactive, and participatory public art installations.	Existing	Lead: Civic Arts Commission Support: Civic Arts Staff	Short-term
	d. Provide technical assistance for community-created art projects throughout the city.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission	Short-term

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
	e. Fundraise for new public art throughout the city.	Existing	Lead: Civic Arts staff Support: Business Improvement Districts, Civic Arts Commission, City Council	Mid-term
Policy 4.2 Allocate City funds for public art citywide to ensure equity and access.	a. Identify priority locations for public art in communities with limited access to public art.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission	Short-term
	b. Develop program practices that will encourage participation by Berkeley artists.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission	Short-term
	c. Dedicate 1.5 % of all future public construction bonds and capital projects to public art, in compliance with existing City policy	Existing	Lead: Berkeley City Council Support: City Manager's Office	Short-term
Policy 4.3 Implement the recently established Public Art on Private Development Ordinance and program.	a. Develop tools and implement outreach activities to increase awareness of the program, and celebrate its successes.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission, Planning & Development Department	Short-term
	b. Implement a transparent and regular public process (annually or as-needed) for allocating in-lieu funds.	Existing	Lead: Civic Arts Commission Support: Civic Arts Staff	Short-term
Policy 4.4 Promote the City's public art collection.	a. Showcase the existing collection of public art and identify public art pieces that need targeted promotion.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission, Berkeley Historical Society	Long-term
	b. Utilize social media to promote the City's public art.	Not Identified	Lead: Civic Arts staff Support: Civic Arts Commission, Visit Berkeley	Long-term

GOAL 5: EXPAND THE CITY OF BERKELEY'S ORGANIZATIONAL CAPACITY TO BETTER SERVE THE ARTS COMMUNITY

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
Policy 5.1 Increase the capacity of Civic Arts staff.	a. Identify resources to increase staff capacity to administer, publicize and provide accountability for the increased arts investments being made in the city.	Not Identified	Lead: Berkeley City Council Support: Civic Arts Staff and Civic Arts Commission	Mid-term
	b. Dedicate 20% of all new funding for the arts towards administrative needs for these programs.	Existing	Lead: Berkeley City Council Support: Office of Economic Development, Civic Arts Commission	Short-term
	c. Expand staff and data systems capacity support and analyze the Grants Program with on-the-ground technical assistance, data collection, and more robust administrative and logistical support.	Not Identified	Lead: Civic Arts staff Support: Civic Arts Commission	Mid-term
Policy 5.2 Evaluate the reach and impact of each Civic Arts Program.	a. Establish performance measures and a systematic data collection process.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission, Berkeley Cultural Trust	Mid-term
	b. Conduct an annual evaluation of progress of implementation of the Arts & Culture Plan.	Existing	Lead: Civic Arts staff Support: Office of Economic Development, Civic Arts Commission, Berkeley Cultural Trust	Short-term
Policy 5.3 Use data to inform policy and raise public awareness of the economic benefit of the arts sector.	a. Update the Economic Impact Report every 5 years to regularly evaluate the economic stimulus that the arts industry provides to Berkeley's economy.	Not Identified	Lead: Civic Arts staff Support: Office of Economic Development	Mid-term
	b. Educate decision-makers on the art sector's contribution to Berkeley's economy.	Existing	Lead: Berkeley Cultural Trust, Civic Arts Commission Support: Civic Arts Staff	Short-term

Policy Statement	Action Items	Resources	Proposed Implementation Team	Timeframe
	c. Create an annual arts dashboard to educate and engage business owners and the general public about the benefits of having a thriving local art scene.	Existing	Lead: Civic Arts staff Support: Civic Arts Commission	Short-term
Policy 5.4 Promote collaboration among City Departments to better integrate arts into the City's operations.	a. Coordinate communication about City art programs across departments.	Existing	Lead: Civic Arts staff	Mid-term
	b. Integrate culture and the arts into Berkeley's citywide economic development strategies.	Existing	Lead: Office of Economic Development, Civic Arts staff	Mid-term

Acknowledgments

We would like to thank the many arts leaders, artists, organizational partners, and community members who contributed so much of their valuable insight and energy to this planning process.

CIVIC ARTS COMMISSIONERS, 2016-2018

**former Commissioners not currently serving*

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Dana Brooke Blecher
Lisa Bullwinkel
Aida Gamez
Robbin Henderson*
Dr. Shannon Jackson
Kevan Jenson*
Jennifer Lovvorn*
Elizabeth Ozol, Vice-Chair
Matthew Passmore
Julia Robertson*
John Slattery
Miriam Klein Stahl*
Hiroko Tamano
Terry Taplin*
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CITY OF BERKELEY

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Jordan Klein, Economic Development Manager
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Office of the City Manager

INFORMATION CALENDAR
October 14, 2025

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Peter Radu, Assistant to the City Manager

Subject: Changes to Special Events Permitting Fees and Requirements

SUMMARY

The City of Berkeley has long had a reputation for being a city that is a destination – for culture, for food, and for a vibrant street scene. The City's Special Events Team is a critical component of the vibrancy, as it is responsible for reviewing, approving, permitting, and overseeing all gatherings and events of 50 or more people on City property (in City parks and on City streets). However, the number of permitted special events (185 in 2024, not including the City's three weekly farmers' markets) now surpasses pre-pandemic levels, with this trend driven by a 27% increase in street closures since before the pandemic. The Special Events Team consists of staff from multiple departments, none of whom work solely on special events and many of whom also work on priority issues like encampment operations.

The impact of this increase in the number of requested and ultimately permitted special events has placed great strain on key participating departments (mainly Neighborhood Services, Public Works, Fire, and Health, Housing, and Community Services). As a result, the Fire, Public Works and Health, Housing, and Community Services Departments have recently proposed or will soon propose a range of fee increases to better recover costs for the increased staff time spent on events. In addition, recent accelerating changes in Berkeley's built environment, with growing numbers of taller buildings and a multitude of street construction and redesign projects, has required staff to newly examine the regulatory framework (i.e., applicable state and local codes; traffic control requirements) for special events in order to ensure uniformity and rigor in its application, so that public safety can be upheld while also ensuring a vibrant events calendar.

Because such changes are usually proposed by individual departments in isolation, considered by Council individually, and paid by customers individually, it can be hard to understand the holistic impact that the sum total of concurrent changes across multiple departments will have on organizers wishing to host special events in Berkeley. The purpose of this report is to compile the changes that will have the greatest impact on event organizers (from a time and budget perspective) into one document. These include:

- **Fire Code compliance** for use of tents, canopies and other membrane structures; use and storage of propane; fire watch requirements; minimum fire lane width requirements; and others.
- **Proposed (forthcoming) Fire Inspector fees** to recover Fire Inspector costs associated with event plan check and event staffing.
- **Proposed (forthcoming) changes to Public Works street closure fees** to better recover staff costs associated with street closures and to make Berkeley's pricing more consistent with those of neighboring jurisdictions.
- **Forthcoming changes to traffic control plan (TCP) requirements** to ensure that all events are held to the same standards for rigorous traffic control planning.
- **Forthcoming transition of costs for street closures** (message board and traffic control device costs as well as Public Works staff time) to event organizers.
- **Changes to Environmental Health food vendor fees** for compact mobile food operations to comply with recent changes to State law.
- **Proposed (forthcoming) changes to Environmental Health's fee structure for food permits and amplified sound permits**, again with the goal of recovering staff costs for reviewing, inspecting, and staffing special events.

Staff will delay implementation of any new fees and regulatory requirements not already in place but highlighted in this report until January 1, 2026, to minimize impacts on remaining 2025 events and help ensure 2026 event organizers can better work with the Special Events Team in planning ahead for fun, safe, and successful future events. For some planned events, it is too late to include the proposed special event fees, requirements, and equipment costs outlined in this report in the current (FY26) Civic Arts Grants cycle.

CURRENT SITUATION AND ITS EFFECTS

Overview of the Special Events Team

The Special Events Team, which is managed by the Special Events Coordinator (1 FTE Program Manager II) in the Neighborhood Services Division of the City Manager's Office, consists of representatives from the Public Works Department, Fire Department, Health, Housing and Community Services Department, Police Department, and Parks, Recreation and Waterfront Department. The involvement of particular staff from each

department in the review and approval of any given event depends on the nature of the event itself. For example, low-impact events (like small block parties) usually create minimal impacts to City operations and require comparably little staff review for a permit to be issued. Conversely, high-impact events (those with higher anticipated turnout and requiring a traffic detour from a major street, collector street, or scenic route and/or requiring the rerouting of any public transportation buses or shuttles) can be complex and require the issuance of multiple permits. Consider the following two examples:

1. Small event. An example includes the closure of a single block of a residential street in which the applicants plan to close the street to through-traffic for a community gathering with carnival games. This event usually creates no major traffic impacts and can be reviewed and permitted with minimal review by participating departments.

2. Large event. An example includes an event in a major commercial corridor, showcasing live music on an event stage that offers a variety of food options from food trucks and canopied tents to several thousand anticipated attendees over two weekend days.

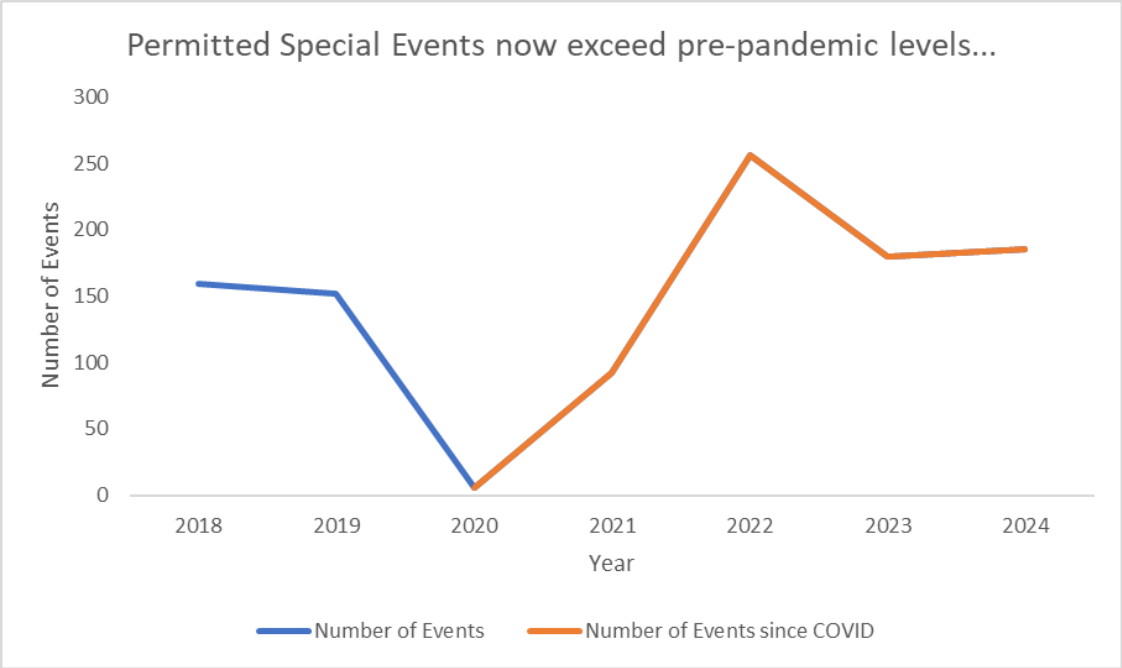
   This event requires extensive review, permitting, and staffing from a number of City divisions, including:

   - Environmental Health (for food and amplified sound permitting);
   - Public Works Transportation (for traffic control and street closure) and Zero Waste (for waste, compost, and recycling management and compliance);
   - Fire (for compliance with medical and life safety requirements as well as Fire Code regulations); and
   - Police (for public safety review and overtime staffing).

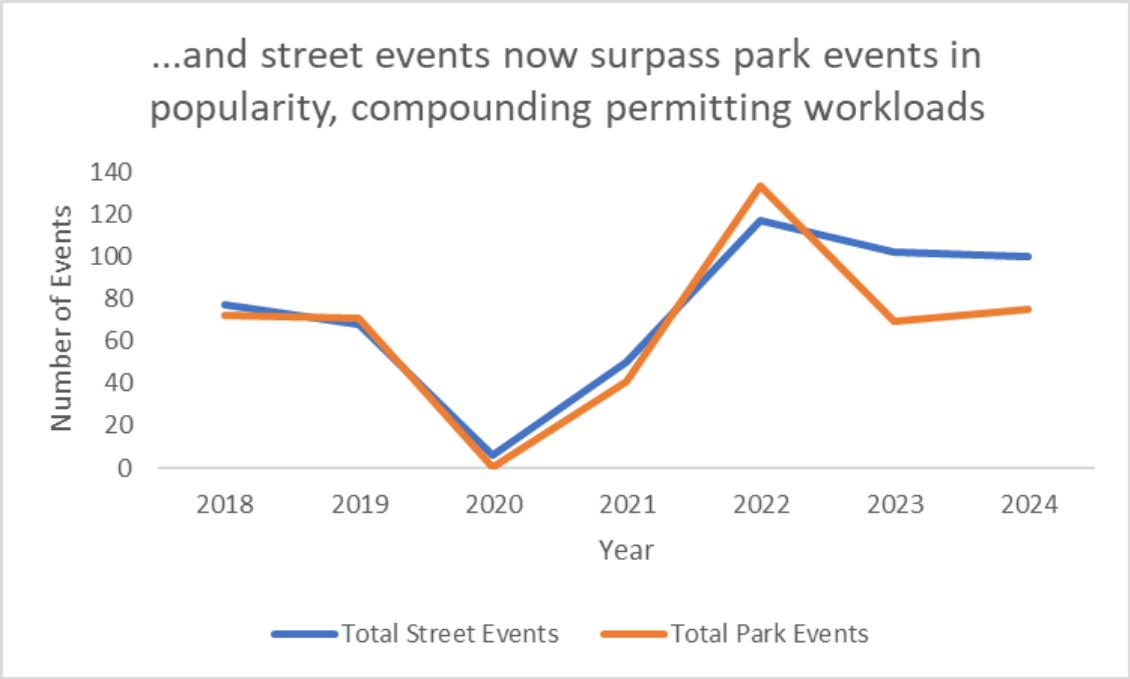
   The Special Events Coordinator is responsible for coordinating and synchronizing the many staff involved in the plan check process, liaising with event organizers, ensuring plan compliance, coordinating with other affected agencies (such as AC Transit for bus re-routing), and more before issuing the final permit.

Increased Special Event Demand and the Impact on City Operations

Over the past several years, the number of permitted events in the City has now surpassed pre-pandemic levels: not including the anomaly year of 2020, when many events were canceled due to pandemic lockdowns, the average number of events post-pandemic (2021-2024) increased 15% from before the pandemic (2018 – 2019).



Importantly, data suggest that the increase has been largely driven by an increase in popularity for street closure events: while the average number of post-pandemic (2021-2024) park events increased 11% over pre-pandemic (2018-2019) averages, average street events increased significantly more (27%) over the same period.



Special Events Team staff believe that, in addition to Berkeley's enduring regional reputation as a cultural destination, this increase in demand for outdoor events, and in particular street events, in Berkeley can be attributed to two other phenomena:

1. When the early days of the pandemic closed down indoor entertainment and gathering opportunities and business operations, many community members and event organizers sought outdoor spaces (in parks and on streets). This trend has not reversed.

2. The City of Berkeley is a relatively inexpensive destination for special events, and in particular street closure events. Filing fees for street events are significantly lower than nearby jurisdictions. The following table summarizes the fees for a high-impact event (i.e., a large event as described above) in Berkeley and surrounding cities:

Jurisdiction	Fee
Alameda	$750
Berkeley	**$250**
Oakland	$4,935
San Francisco	$2,283

Similarly, the City's Block Party Permit fee is significantly lower than neighboring cities:

Jurisdiction	Fee
Berkeley	**$15**
Oakland	$81
San Francisco	$278

The City Council last adjusted filing fees for street events on July 8, 2014 (Resolution No. 66,725-N.S. Establishing Permit Filing Fees for Street Events and Certified Farmers' Markets, and Rescinding Resolution No. 66-662-N.S.).

Irrespective of the reasons behind this trend, however, the effect has had material impacts on City staffing and budgets. With the exception of the Special Events Coordinator, none of the staff on the multi-departmental Special Events Team are dedicated to working full-time on special events. These are the same City staff who (for example) engage in community policing, citywide fire inspections, street closures for construction projects, encampment clean-up and closure operations, restaurant inspections and vector management, and much more. An increasingly demanding special events calendar, for example, has significantly impacted the Homeless Response Team's ability to schedule more citywide encampment clean-ups due to staff scheduling and equipment availability challenges.

Current and Impending Departmental Changes Affecting Special Events

Because the Special Events Team consists of staff from multiple departments, each with their own mission and competing priorities, individual participating departments in the Special Events Team have proposed or are beginning to implement changes to fee structures and regulatory requirements, partly in an effort to address the increasingly unsustainable budgetary and staffing demands placed on their teams by City priorities, such as the Special Events calendar. However, because such changes are usually proposed by individual departments in isolation, considered by Council individually, and paid by customers individually, it can be hard to understand the holistic impact that the sum total of concurrent changes across multiple departments will have on organizers wishing to host special events in Berkeley. The purpose of this report is to communicate clearly to the City Council the anticipated impacts that recent or proposed changes in the Fire Department, Health, Housing, and Community Services Department, and Public Works Department is anticipated to have on the Special Events landscape. An overview of each department's changes is summarized below.

Fire Department

California Fire Code Compliance

A number of recent changes to the California Fire Code (CFC), as well as a renewed focus within the Fire Department on equitable compliance with the CFC across all events, means that these standards will be more uniformly applied during the Special Events application review process. The Fire Prevention Division is in the process of creating approximately six documents for placement on the City website that detail specific requirements for vendors to help ensure alignment with the CFC. This will include diagrams as well as code sections for event applicants to reference. Additionally, the Fire Department will offer a more comprehensive document with general fire safety information that applies to all special events that occur within the City. Content areas of particular focus, which will be detailed in the documents on the city website, include:

- Tent, Canopy and Temporary Structure Standards – these include standards for spacing, anchoring/bracing, and ingress/egress, as well as fire safety standards that require flame-resistant materials, availability of fire suppression devices, and govern the use of open flames within or near tents and other membrane structures.

- Fire Watch Guidelines – A fire watch is a temporary measure intended to ensure that a building or a space is surveilled by qualified individual(s) for the purpose of identifying and controlling fire hazards, detecting early signs of fire, and notifying the fire department in the event of a fire. This document includes the types of events/situations in which a fire watch would be mandated, the event organizer's responsibilities and obligations, and requirements for watch personnel, patrols,

and record keeping. For outdoor special events, a fire watch protocol would typically be mandated if the Fire Marshal notes potentially hazardous conditions and would be at the Marshal's discretion.

- Use and Storage of Propane – this includes requirements for propane container storage, positioning, security, and inspections prior to and during the event.

Uniform enforcement of these standards for special events will begin on January 1, 2026, aligning with the implementation of the 2025 updated CFC.

Additionally, Berkeley's increasing density has placed renewed focus on existing CFC standards such as minimum acceptable widths for fire lanes (26' where adjacent buildings exceed 30' in height), as well as street closure layouts that do not in any way impede public safety vehicle access and critical mutual aid pathways. Unfortunately, this will have the effect of rendering some popular destinations for special events in the past – including Telegraph Avenue and stretches of Adeline Street in South Berkeley – unavailable for future street closures. Special Events staff are committed to working closely with all event applicants to ensure any impacted event proposal is offered an alternative that meets the needs of the event as best as possible. To this end, Special Events staff are excited about the possible creation of Entertainment Zones in select areas throughout the city, discussed in more detail later in this report.

Fees and Costs

The Fire Department currently charges special events organizers for staff overtime expenses when performing fire watch for special events (at a cost of approximately $100 per hour). The City Council adopted a new Fire Fee schedule on June 24, 2025 that adjusted existing fees for the first time in nine years. The new/increased fees that will impact certain special events include:

- Increased fee for using parking facilities, from $196 to $250 for fewer than 15 spaces and from $250 to $500 for 15 or more spaces.

- Large temporary membrane structures (larger than 400 sq ft) require a permit with a fee that increased from $392 to $500.

- Other fees at increased rates may apply in unique circumstances.

The Fire Department estimates that special events account for approximately 30% of a Fire Inspector's total hours completing event plan checks, corrections, inspections, and event staffing. There is currently no cost recovery for staff time required to process a special event permit. Accordingly, the Fire Department plans to create a fee structure for consultation for special events, subject to Council approval. There are currently a small number of specific events occurring each year that require on-site Fire Inspectors to be present either during setup and/or layout or throughout the duration of the event.

Under a special events fee structure for Fire consultation, such complex events would incur higher fees, which would raise the cost of hosting such events.

Public Works Transportation Division

Street closures and block parties are an important part of the Special Events landscape in Berkeley. People who organize events on City streets are required to obtain a City-approved Special Event Permit or Block Party Permit and to pay a filing fee to the City. Fees vary depending on the degree of the event's impact on the city (for example, traffic impacts). All requests for street closures, except block parties, must submit a traffic control plan as part of the permitting process.

In Fiscal Year 2024, the Public Works Department alone spent almost $1.5 million to staff special events. But in FY24, the City only received approximately $31,798 from street closure and block party fees -- $29,158 in event filing fees from 151 low-impact and 82 high-impact events, and about $2,640 in fees from 176 block party permit applications. To help address this gap, Public Works is working on a revised fee structure, subject to Council approval, that will bring street closure fees – particularly those for complex, high-impact events – more in line with those of Berkeley's neighboring cities and cover the costs incurred by the City for reviewing and processing applications and supporting events. The proposed changes to the fee structure are detailed below.

Permit Fees for Block Parties

Block parties are street events that occur on a single residential block only and are only eligible to be hosted by the people who live there. A business, nonprofit, or other entity wishing to close this same block for an event would not be eligible for a block party permit and would instead be considered a Tier 1 event. These purely residential events do not require a traffic control plan nor specialized equipment, as described below.

Public Works staff will recommend increasing the Block Party Permit fee from $15 to $60 per event to better recover the cost of administering the block party program. This includes staff time to review applications, work with residents to approve them, and administer the permits.

Permit Fees for Street Closures

Any street event that is not a block party is considered a street closure. The current fee structure for street closures, which makes little distinction between the complexity of street closures and their impacts on City staff and operations, is in the table below:

Filing Date	Current Fee for Low Impact Events	Current Fee for High Impact Events
At least 60 weekdays before the event	$128	$250

30-59 weekdays before the event	$150	$350
20-29 weekdays before the event	$175	$450
Fewer than 20 weekdays before the event	$200	N/A: Will not be approved

The proposed, revised fee structure establishes tiered event fees based on event size, impact, and timing and establishes Transportation Support Service fees for special events to reduce the operational deficit and recover costs associated with special events:

Tier	Proposed Fee	Filing Deadline	Definition
1	$205	21 days in advance of event	No more than a one (1) block closure, no transit detour, and minor cross-departmental coordination
2	$540	30 days in advance of event	No more than a one (1) block closure, transit detour, or moderate cross-departmental coordination
3	$805	60 days in advance of event	Two (2) or more block closure, transit detour, or major cross-departmental coordination
4	$1,545	90 days in advance of event	Multiple block closure of major arterial streets, major cross-departmental coordination, or consists of a marathon, parade, active attendee participation, or similar events

Each tier has different fees and submittal deadlines, as the amount of staff time required to review applications can vary substantially depending on the complexity of a particular event.

Transportation Support Service Fees

As authorized under Resolution No. 66,725-N.S., the City also proposes event fees for signage, traffic control or diversion, loss of parking meter revenue or other conditions specific to the designated location. On average, traffic control setup for special street events (not including block parties) requires two (2) Traffic Maintenance Workers I and two (2) Traffic Maintenance Workers II, each working at roughly $200 per hour for eight (8) hours. Based on this, it costs the City a minimum of $6,160 for Public Works Maintenance staff to work each special event. In the past, applicants have not been invoiced for Traffic Maintenance Support, but it is the City’s intention to begin invoicing

for these services as appropriate, starting January 1, 2026. This will help cover existing City expenses to support special events in Berkeley.

Safety Barricades, Cones, and Changeable Message Boards

City staff work with event applicants to develop staffing, traffic control and other safety plans. Due to the growing and unbudgeted demands on city resources such activities impose, Public Works will implement the following changes effective January 1, 2026:

- Special barricades are used for all road closures, typically four barricades per block. Beginning January 1, 2026, if a special event is so large that it requires more barricades than the City is able to provide, event organizers can either purchase their own barricades that meet the City's requirements or the City can bill the organizers for additional barricades (approximately $100 per barricade and $25 per traffic cone).

- Additionally, beginning January 1, 2026, staff will uniformly direct all special event organizers to outsource changeable message boards from third parties that provide traffic control services and to coordinate with Public Works' Traffic Maintenance unit when such equipment is needed. Staff anticipate that typically, the event organizer will order and pay for the boards, and Traffic Maintenance staff pick up, deploy and return them. Most events require 2 – 4 message boards, totaling $720 - $1,440 per day. Large events will need more boards.

Moving forward, these changes—while necessary for the City to recover its costs—may mean event organizers must rent special equipment to support their activities or pay the City to cover its costs to do so.

Traffic Control Plans

For years, the City of Berkeley has accepted traffic control plans from event organizers that do not meet traffic engineering standards. Beginning January 1, 2026, engineered and stamped traffic control plans (TCPs) will be required at time of filing, similar to filing requirements for adjacent jurisdictions. In the Bay Area, the costs of such TCPs can range up to $5,000 depending on factors including the complexity of the street closure and duration of the event. While Public Works recognizes the cost burden that this places on some events' budgets, failure to obtain an engineered TCP places the City at great liability – and its residents at risk – in the event of an emergency. The Special Events Team is committed to working with long-time event organizers to navigate this process, and TCPs may be reusable for multiple years if street conditions and event parameters do not change.

HHCS Environmental Health Division

The Environmental Health (EH) Division within HHCS is responsible for reviewing applications and issuing permits for event participants who wish to sell or provide prepared food and/or propose to have amplified sound (i.e., a musical stage).

Compact Mobile Food Operators

Passed in 2022, California SB 972 established a new type of retail food facility called a "compact mobile food operation" (CMFO) as a subcategory of mobile food facility that is nonmotorized and operates from a pushcart or stand, and exempted CMFOs from various provisions of the retail food code law, including certain sink requirements. This bill has affected Environmental Health's Temporary / Special Events program in two ways:

- Environmental Health (EH) is now issuing "**Known Vendor Letters" (KVLs)**, an exemption that allows booth operators to sell pre-packaged, Non-Potentially Hazardous Food (i.e. non-perishable food that does not require temperature control, under 25 sq. ft. with no open food sampling). Beginning with the Council's passage of EH's revised fee structure in 2024, EH charges a one-time fee of $44 to obtain this letter, plus $44 for any changes to the vendor's list of food items. This is the lowest listed fee for Temporary Food Facilities (or more commonly known as "food booths").

- In addition, in 2024 EH established the **Compact Mobile Food Operation (CMFO) Annual Permit**. This category is the newest category of a food facility, which is a limited-service operation as defined in the California Retail Food Code to include service from an individual, or from a pushcart, food stand, display table, pedal-driven cart, wagon, showcase, rack, or other non-motorized conveyance. CMFOs can now qualify for annual permits that allow them to vend in multiple locations similar to a Mobile Food Facility (MFF, or more commonly referred to as a food truck). For example, vendors that had operated at three of Berkeley's farmers markets at $546/yr per permit, now qualify for just one permit at $704/yr. For operators, this means just two inspections per year vs. six inspections previously for a limited-risk operation. While this changes event planning and increases up-front costs, it reduces burden on both EH staff and food vendors as well.

Fees

Consistent with other Bay Area Temporary Food Facility programs, EH instituted a "late submittal fee" of $170, passed by Council in 2024. This fee is collected at application submittal with less than 14 days prior to an event with guarantee of permit approval. The purpose of this fee is to:

1. Cover overtime often required with last-minute applications;

2. Discourage vendors who use last-minute tactics to try to get applications through without proper vetting and application review (which was a common practice prior to the new fee);

3. Discourage event coordinators from waiting until the last minute (often a day before the event) to invite additional vendors; and

4. Ensure fairness to vendors who submit their application on time, only to see vendors who “sneak” into an event with no ramifications.

EH has experienced an almost 70% increase in the number of temporary food permits over the last year (272 in 2024 vs. a projected number of approximately 400 by the end of 2025). In part to help recover the costs associated with this increased workload, in late 2025, EH plans to introduce a revised fee structure. The goal is to cover operating costs and reduce dependence on the City’s General Fund.

The proposed changes will increase the fees for food and amplified sound permits, which will more accurately reflect the true costs of providing these services, including reviewing, inspecting, and staffing special events. If approved by the City Council, these changes would increase the cost of certain special events in Berkeley.

More information will be shared with the public when the proposed fee revisions are presented to the City Council for consideration.

Civic Arts Grants

Some Berkeley-based festivals (which are considered special events) receive monetary support from the Civic Arts Grants Program (Community Festival category). Grants in this category are up to $7,000 per applicant and are awarded annually. Grant-funded events must be open to the entire public and have a free component. Festival Grant applications typically open in January and are due by March, with a grant activity period of July to the following June (a fiscal year cycle). The Civic Arts Grant Program (Festival category) requires organizers to submit an itemized budget as part of the application process. For some planned events, it is too late to include the proposed special event fees, requirements, and equipment costs, outlined in this report for events supported in the current (FY26) grant cycle.

Conclusion

Taken together, these changes are anticipated to result in nearly all events in Berkeley being more expensive and demanding to plan and host. In turn, and all things equal, it is also expected that the number of event requests on an annual basis will decrease given

this rise in cost. The Special Events Team is committed and works tirelessly to support the vibrancy of Berkeley's street and park events scene and does not take this outcome lightly. Staff are committed to working with all event applicants, especially those of long-standing and beloved events in the community, to understand these requirements and evaluate all options for compliance. In addition, the City has the opportunity to streamline the permitting process for events by adopting one or more Entertainment Zones, discussed in more detail in the Possible Future Action section below.

POSSIBLE FUTURE ACTION

With the passage of California Senate Bill 969, which took effect January 1, 2025, the State of California, cities across the state now have the option of creating "entertainment zones," where bars and restaurants can sell alcoholic beverages for people to drink on designated public streets and sidewalks. Cities wishing to implement entertainment zones (EZs) need to adopt an ordinance to regulate the time, place, and manner of the zones. Staff from the Special Events Team recently met with the Downtown Berkeley Association about the possibility of creating one or more EZs in the downtown and in other designated areas around the city and have heard interest expressed by other members of the community as well. EZs have been reported to stimulate economic activity and foot traffic for brick-and-mortar establishments in existing areas, and some cities (such as Sacramento and San Francisco) tie the activation of EZs to special events held in the EZ footprint.

On July 29, City Council voted to create the Berkeley Nightlife Council, with the goal of supporting nighttime economic activity, cultural programming, and community safety in city commercial districts. The creation of one or more EZs by Council ordinance is one potential future action of that process. City staff look forward to participating in these forthcoming discussions to shape an effective event-based entertainment zone model that benefits event organizers and festival producers.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION

An increase in event fees may lead to a decrease in the annual number of event applications in Berkeley. The increase in event fees might also cover the true cost of staff time and materials spent on supporting special event programing annually.

However, by adopting an event-based entertainment zone model in Berkeley, Special Events staff believe that the creation of one or more EZs could also create efficiencies for event applicants. For example, when designating EZs in the City, City staff could create a "common application" for events, that might include a principal traffic control plan; pre-approved event layout template(s) that meet Fire Code standards; streamlined approvals for amplified sound; and priority access to existing City materials such as street closure barricades for event organizers that opt to host their event within the EZ. While prospective event organizers would not be required to host events in a pre-

existing EZ, opting to host within an EZ would allow them to benefit from these existing templates, reducing costs and burden both for event planners and City staff alike.

BACKGROUND

On July 8, 2014, the City Council adopted Resolution No. 66,725-N.S., which is the most recent update to the Public Works Department's filing fee structure for street events/street closures.

On May 21, 2024, the City Council adopted Resolution No. 69,891-N.S., which is the most recent update to the Environmental Health Division fee schedule.

On June 24, 2025, the City Council adopted Resolution No. 71,837-N.S., which is the most recent update to the Fire Department's permit fees, inspection fees, and billing rates.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Special events and the traffic they create into and out of Berkeley, as well as the traffic impacts they create when certain streets are closed and traffic is redirected, creates carbon emissions, waste generation, and other impacts, but quantifying the effects of the fee and regulatory changes on these impacts is not possible at this time.

CONTACT PERSON

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Office of the City Manager

INFORMATION CALENDAR
December 2, 2025

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Eleanor Hollander, Economic Development Manager

Subject: Economic Impact Study: *Berkeley's Creative Economy and Assessment of Pandemic Relief Investments*

SUMMARY

This report transmits two economic analyses commissioned by the City of Berkeley and conducted by CVL Economics: (1) *Berkeley Creative Economy Economic Impact Analysis*, which examines the current state and contributions of Berkeley's arts sector, and (2) an *Assessment of Berkeley Arts & Culture Pandemic Relief and Recovery Funding*, which evaluates the City's investments in the cultural sector from 2020 to 2022 (Attachments 1 and 2).

The creative economy refers to industries whose primary purpose is cultural expression, artistic content, design, and creativity, such as visual and performing arts; architecture and design; entertainment and digital media; publishing and printing; communication design; arts education; and other creative fields. The City's $3 million pandemic relief investment during the years of 2020-2022 was essential, as organizations reported that these funds prevented closures and layoffs during the crisis, it is estimated that every dollar of pandemic relief funding distributed leveraged approximately $5.64 in sustained economic activity for arts and culture in Berkeley.

CURRENT SITUATION AND ITS EFFECTS

Supporting Berkeley's creative economy advances our Strategic Plan goals to foster a dynamic, sustainable, locally based economy, and champion and demonstrate social and racial equity. The City of Berkeley is home to over 150 active arts and culture *nonprofits* offering diverse theater, music, festivals, dance, visual arts, and more. These nonprofits vary significantly in size, educational offerings, and creative disciplines, and include nationally recognized theaters, music venues, galleries, dance studios, and maker spaces. The City of Berkeley is also home to a wide range of independent artists and artisans operating on smaller scales, producing fine arts and crafts. Berkeley has long recognized the importance of arts and culture to the economic health, vitality, and diversity of the local economy and commercial districts, as local arts and cultural organizations generate revenue, create jobs, and improve quality of life, which in turn generates business revenue and tourism.

From 2020 to 2024, Berkeley's cultural sector was severely impacted by the pandemic. The creative economy, which grew 16% from 2014 to 2018 (outpacing San Francisco and Oakland), contracted sharply during the pandemic. In response to the pandemic, the City of Berkeley provided more than $3 million in relief and recovery grants for arts organizations, festivals, and artists. These funds helped prevent permanent venue closures, sustained creative practices, and ultimately helped Berkeley's cultural sector weather the acute impacts of the pandemic. However, of the 88 arts organizations that received relief funding from the City of Berkeley between 2020 and 2022, 17 have since closed, including two major institutions with budgets over $3 million.

Despite these losses, the arts sector remains important to Berkeley's economic vitality and civic identity today. Berkeley's creative economy accounts for 7.6% of total city employment and when multiplier effects are included, is much higher than Oakland (4.2%), San Jose (2.5%), and the statewide average (4.8%). The sector's structure reflects both its social benefit orientation and economic vulnerability: about 30% of Berkeley's 650 creative economy businesses are nonprofits (compared to 11% across all industries), and nearly 70% of the creative workforce is self-employed or gig workers.

BACKGROUND

In December 2024, Council authorized a contract with CVL Economics in an amount not to exceed $119,300 for analysis of pandemic arts recovery investments and the economic impact of the arts in Berkeley (Resolution No. 71,612-N.S.). CVL Economics was selected through a competitive Request for Proposals process, and the contract was funded entirely with a portion of the American Rescue Plan Act (ARPA) funds that Council had designated for the arts in 2021.

In response to the COVID-19 pandemic's economic impacts on the arts sector, the City of Berkeley made two substantial funding allocations totaling $3 million dollars:

1. ***Arts Continuity Grants*** (April 2020): The City allocated $1 million from the catastrophic reserve fund to create the *Arts Continuity Grant Program*, awarding emergency relief grants to arts organizations whose revenues were significantly impacted by the pandemic.

2. ***Berkeley Arts Recovery Grants*** (December 2021-February 2022): Council allocated $2 million in ARPA dollars to support Berkeley's arts sector recovery, with the *Berkeley Arts Recovery Grant Program (BARG)* distributing grants to organizations, festivals, and individual artists to help them sustainably recover from negative economic impacts of the pandemic.

Economic Impact Study Findings

In 2025, CVL Economics conducted a comprehensive economic impact analysis of Berkeley's creative economy, updating the 2017 *Economic Impact Report* that was developed in conjunction with the *Arts and Culture Plan Update 2018-2027*. The current

study examines the economic impact of Berkeley's "creative economy" comprising eight creative subsectors: Visual & Performing Arts (56% of creative jobs), Architecture & Design (11%), Entertainment & Digital Media (10%), Publishing & Printing (7%), Communication Design (6%), Post-Secondary Arts Education (5%), Creative Goods & Decorative Arts (4%), and Fashion (2%).

Key findings include:

- **Direct employment**: Berkeley's creative economy directly employs 8,186 workers, accounting for 7.3% of its total workforce of 111,640 jobs

- **Visitor spending**: A sample of 37 Berkeley arts organizations attracting 1.4 million annual visitors generates an estimated $56 million in ancillary spending at local businesses ($30 million at food and drink establishments, $7.6 million at retail, $7.2 million on transportation, $3.5 million on lodging)

The study also shows that Berkeley's creative economy declined year-over-year since 2020, despite pre-pandemic growth. Berkeley's arts sector is especially vulnerable due to its high concentration of Visual & Performing Arts organizations and gig workers and hosting a larger share of nonprofits than other industries in Berkeley.

Pandemic Relief Assessment Findings
Between 2020 and 2022, the City of Berkeley awarded over $3 million in pandemic relief and recovery grants through five distinct programs: two rounds for organizations (Arts Continuity Grants 2020: $954,543 to 63 organizations; Berkeley Arts Recovery Grants (BARG) 2022: $1,532,345 to 74 organizations) and three rounds for artists (East Bay/Oakland Relief Fund 2020: $64,500 to 47 Berkeley artists; Berkeley Art Works Projects 2021: $182,339 to 32 artists; BARG for Artists 2022: $276,250 to 114 artists).

Key findings include:

- **Critical funding**: Nearly 90% of BARG and 83% of Arts Continuity Grant recipients rated Berkeley pandemic relief and recovery grants as either "very helpful" or "essential."

- **Critical timing**: Arts Continuity Grants served as an immediate lifeline in April 2020, often arriving before federal, state, or county programs, helping organizations avoid layoffs (85%) and closures (84%) and BARG offered stabilization helping organizations with longer-term planning and adaptation with (48%) crediting the funds with helping them stabilize and make strategic changes.

- **Equity outcomes**: These grants not only addressed economic precarity, but also advanced racial and cultural equity by centering investments in artists and organizations that have been historically excluded from opportunities and are working with communities disproportionately impacted by the pandemic.

- **Economic preservation**: Every $1 of pandemic relief leveraged at least $5.64 in sustained arts and culture economic activity locally, helping safeguard local economic activity that otherwise would have been lost.

In 2025, surviving arts organizations in Berkeley continue to face challenges five years after the start of the pandemic. Median revenue is 9% below pre-pandemic levels and larger institutions report revenues that are 33% below 2019 benchmarks. Financial sustainability, rising costs, and competition for limited funding remain top concerns of Berkeley's arts organizations. Of the 17 arts organizations that closed between 2020 and 2025, both small and large budget organizations were affected, indicating no segment was fully insulated from pandemic impacts. Currently, Berkeley's arts and culture sector faces higher costs and reduced audiences, with some nonprofits operating at a loss. Ongoing challenges include inflation, decreased subscription sales, and continued audience reluctance to return to venues due to COVID-19 concerns.

Additional City Support for Art
Beyond Civic Arts Grants, the City provides substantial investment in the arts through its Public Art Program, funded mainly through "Percent for Art" or Public Art ordinances that dedicate portions of capital project budgets and in-lieu fees from private developers to public art in Berkeley. Annual expenditures on public art projects funded in this manner have ranged from $276,656 to $923,475 per year over the past five years. Because these allocations are tied to specific artworks and capital improvements rather than flexible operating support, they are not included in the return on investment analyses presented in Attachments 1 and 2 of this report.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
No environmental or climate impacts were identified in these studies.

POSSIBLE FUTURE ACTION
These analyses offer evidence to inform future policy decisions regarding but not limited to:

- **Sustained investment**: Recognizing the creative economy as essential economic sector requiring ongoing support, not just emergency intervention
- **Structural vulnerability mitigation**: Addressing affordability challenges, gig workforce precarity, and declining audiences
- **Program Allocations**: Leveraging past demonstrated return on investment to inform resource allocation decisions in the future

The results of these studies will guide Berkeley's future investments and program design for artistic and cultural support in the years to come.

FISCAL IMPACTS OF POSSIBLE FUTURE ACTION
This is an informational report with no immediate fiscal impact. Future policy actions based on these studies will likely require further detailed fiscal analysis.

CONTACT PERSON
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Attachments:
1. *Berkeley Creative Economy Economic Impact Analysis* (CVL Economics, 2025)
2. *Assessment of Berkeley Arts & Culture Pandemic Relief and Recovery Funding* (CVL Economics, 2025)

Berkeley Creative Economy Economic Impact Analysis

DECEMBER 2025



CVL ECONOMICS



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KEY FINDINGS

The City of Berkeley's creative economy represents a vital economic force that extends far beyond traditional notions of arts and culture. The creative economy consists of industries whose primary purpose is to produce or enable cultural expression, artistic content, design, and other creative goods and services.

It spans across eight distinct subsectors: Visual & Performing Arts, Architecture & Design, Entertainment & Digital Media, Publishing & Printing, Communication Design, Post-Secondary Arts Education, Creative Goods & Decorative Arts, and Fashion. Despite facing significant pandemic-related challenges, these subsectors continue to generate substantial economic activity, support thousands of jobs, and contribute meaningfully to Berkeley's fiscal health. This analysis examines how the sector has weathered the pandemic's disruptions and quantifies its current economic contributions. The findings summarized below provide essential data for policymakers, arts organizations, and community stakeholders working to chart a sustainable path forward for the arts and culture sector in Berkeley.

BUSINESS COUNTS

As of 2025, there are approximately 650 creative economy businesses in Berkeley (out of 12,800 total businesses), about 30% of which are nonprofit organizations.

There are 193 creative economy nonprofit organizations in the City of Berkeley. This share is notably high compared to the share of nonprofits across all industries (11%) in the city.

EMPLOYMENT TRENDS

In 2024, Berkeley's creative economy directly employed 8,186 workers, accounting for 7.3% of its total workforce of 111,640 jobs.[1]

Visual & Performing Arts is by far the largest subsector, accounting for more than half of all jobs (4,567 jobs, or 55.8% of the creative economy workforce). Other significant subsectors include Architecture & Design (908 jobs; 11.1%), Entertainment & Digital Media (791 jobs; 9.7%), and Publishing & Printing (562 jobs; 6.9%). Communication Design (495 jobs; 6.0%), Post-Secondary Arts Education (377 jobs; 4.6%), Creative Goods & Decorative Arts (325 jobs; 4.0%), and Fashion (161 jobs; 2.0%), comprise smaller shares but are still notable.

Nearly 70% of Berkeley's 8,186 creative economy workers are self-employed or gig-based, underscoring the sector's reliance on non-traditional work arrangements.

While project-based creative work fosters innovation and independence, it also often comes with irregular income and limited protections. This pattern is most pronounced in the Visual & Performing Arts subsector, where 84% of jobs are self-employed or gig-based, while fields like Architecture & Design and Entertainment & Digital Media lean more on salaried roles with more dependable hours and predictable schedules.

Berkeley's creative economy employment surged in the years before the pandemic, but current employment levels remain 17% below the 2018 peak. Berkeley's creative economy employment has declined year after year, while other neighboring cities have regained some ground.

After peaking with 9,850 creative economy jobs in 2018, Berkeley's 2024 total of 8,186 jobs has fallen back to roughly its 2013 level of 8,160 jobs.

Between 2014 and 2018, Berkeley's creative economy employment grew 16%, outpacing industry growth in San Francisco (12%), San Jose (10%), and Oakland (4%). That momentum, however, was abruptly cut short in early 2020. While all Bay Area creative economies contracted with the onset of the pandemic, Berkeley's downturn has proven far more persistent. San Francisco and San Jose have since regained some of their losses, but Berkeley's creative economy employment has continued to decline through 2024.

1 Job count includes salaried (full- and part-time), self-employed, and gig workers. Within this, Berkeley's salaried workforce accounted for 2,574 jobs in the creative economy and 68,126 jobs across the overall economy in 2024.

Berkeley's creative economy decline also sits in contrast to the city's overall economy, which, on average, has mostly recovered from the pandemic.

The city's overall economy sits about 3% above its 2019 employment level. By contrast, the city's creative economy remains 13% below its pre-pandemic baseline.

This divergence reflects the unique composition of Berkeley's creative economy, which comprises a relatively high concentration of Visual & Performing Arts employment, a sector that relies heavily on live, in-person activity, gig and contract work, and nonprofit structures—factors that made it more vulnerable to prolonged disruption.

Berkeley's creative sector is heavily concentrated in Visual & Performing Arts (56%), reflecting a reliance on live, in-person activity and gig or contract work within a nonprofit-heavy structure. By contrast, San Francisco leans more toward Entertainment & Digital Media (38%), driven by streaming, software publishing, and broadcasting.

Still, today, Berkeley maintains a greater share of creative economy employment relative to its total workforce than Oakland, San Jose, and California overall, and is only slightly below San Francisco.

Berkeley's 7.3% creative economy share of its total workforce is a higher concentration than in Oakland (4.2%), San Jose (2.5%), and California overall (4.8%), but trails San Francisco (7.6%).

THE ECONOMIC AND FISCAL IMPACT OF BERKELEY'S CREATIVE ECONOMY

Berkeley's creative economy is an essential part of the city's economy.

Even in a weakened state, Berkeley's creative economy remains a critical driver of the City's economic activity. Its impact ripples throughout the economy as arts organizations purchase goods and services, and workers spend their earnings locally, sustaining activity across many industries **(multiplier effect)**. Some of this spending "leaks" beyond city borders to suppliers and markets in other parts of the East Bay (Alameda and Contra Costa Counties), where the total impact grows even larger **(regional spillover effect)**. Together, these multiplier and spillover effects underscore the creative sector's role as both a local driver and a regional economic force.

In 2024, including multiplier effects in other industries, Berkeley's creative economy generated a total impact of 8,437 jobs (7.6% of total jobs), $537.5 million in labor income (5.7% of total labor income), and $1.0 billion in contributions to city gross regional product (value added), or approximately 7.9% of the total citywide.

In other words, each creative job in Berkeley generated about $66,000 in labor income, and $125,000 in value added (contributions to Berkeley's gross regional product) citywide.

An additional 5,605 jobs were supported by Berkeley's creative economy in other parts of the East Bay beyond city limits. This represents the spillover effect of Berkeley's creative economy—spending that originates in Berkeley but flows outward to suppliers, contractors, and consumer markets elsewhere in the region.

In 2024, every $1 of Civic Arts Grant funding to Berkeley's organizations, festivals, and individual artists catalyzed $197 in total economic activity across the city.

In FY2024, the City of Berkeley awarded $698,782 to 97 Berkeley arts and culture organizations, festivals, and individuals. This support underpinned the operations of 86 organizations and festivals (collectively generating over $130 million in operating revenue), as well as 11 artists through arts works projects.

Overall, the City's investments helped drive about 7.5% of the total economic activity ($1.8 billion) generated by Berkeley's creative economy.

Based on data from 37 Berkeley arts and culture nonprofit organizations, visitors to these institutions generate approximately $56 million in additional local spending each year across other sectors of the city's economy.

These 37 arts and culture organizations collectively attract about 1.4 million attendees annually, whose event-related spending extends well beyond tickets to these institutions—including nearly $30 million at nearby food and drink establishments, $7.6 million at retail stores, $7.2 million on local transportation, and $3.5 million on lodging.

In 2024, Berkeley's creative economy had a hand in generating $10.7 million in tax revenues, representing 3.9% of the City's tax base.

In FY2024, Berkeley's creative economy, including the impact of multiplier effects, contributed $4.6 million in property taxes, $2.9 million in sales taxes, and $3.2 million in various other taxes to the City.



INTRODUCTION

Berkeley's creative economy is central to local prosperity, but it also stands at a critical juncture. While creative industries nationwide continue to demonstrate remarkable resilience and growth, Berkeley's own arts and culture sector faces significant headwinds that threaten its role as both an economic driver and a cornerstone of the city's cultural identity.

The COVID-19 pandemic took a significant toll on Berkeley's creative economy, and its recovery has diverged from the growth patterns that once positioned Berkeley as a regional creative economy leader. Understanding both the current contributions and the emerging challenges facing this sector is essential for arts administrators, policymakers, arts organizations, and community stakeholders working to chart a sustainable path forward.





DEFINING THE CREATIVE ECONOMY

The creative economy refers to the industries whose primary purpose is to produce or enable cultural expression, artistic content, design, and other creative goods and services. The creative economy encompasses a wide range of industries that fall within eight subsectors where cultural expression, design, and creative innovation are central to economic value. As defined in Figure 1, these subsectors are Visual & Performing Arts, Architecture & Design, Entertainment & Digital Media, Publishing & Printing, Communication Design, Post-Secondary Arts Education, Creative Goods & Decorative Arts, and Fashion.[2]

FIGURE 1: CREATIVE ECONOMY SUBSECTORS

SUBSECTOR	DESCRIPTION
VISUAL & PERFORMING ARTS	Entities engaged in services such as dance and theater companies, art dealers, museums, and activities involving independent artists, writers, and performers.
ARCHITECTURE & DESIGN	Entities providing architectural, drafting, interior design, industrial design, and landscape design services.
ENTERTAINMENT & DIGITAL MEDIA	Entities engaged in motion picture and video production, post-production services, sound recording studios, radio broadcasting, and digital streaming platforms.
PUBLISHING & PRINTING	Entities producing commercial printing, book printing, and publishing of books, periodicals, newspapers, directories, and mailing lists.
COMMUNICATION DESIGN	Entities engaged in graphic design, advertising agencies, photography studios, and commercial photography services.
POST-SECONDARY ARTS EDUCATION	Entities providing arts instruction in dance, drama, music, and visual arts (excluding institutions that grant diplomas or degrees).
CREATIVE GOODS & DECORATIVE ARTS	Entities producing ceramics, household furniture, rugs, decorative objects, toys, and games.
FASHION	Entities engaged in textile and apparel manufacturing, jewelry and silverware production, and related fashion goods and services.

Source: CVL Economics.

2 See Appendix A.1 for detailed list of industry classification codes.



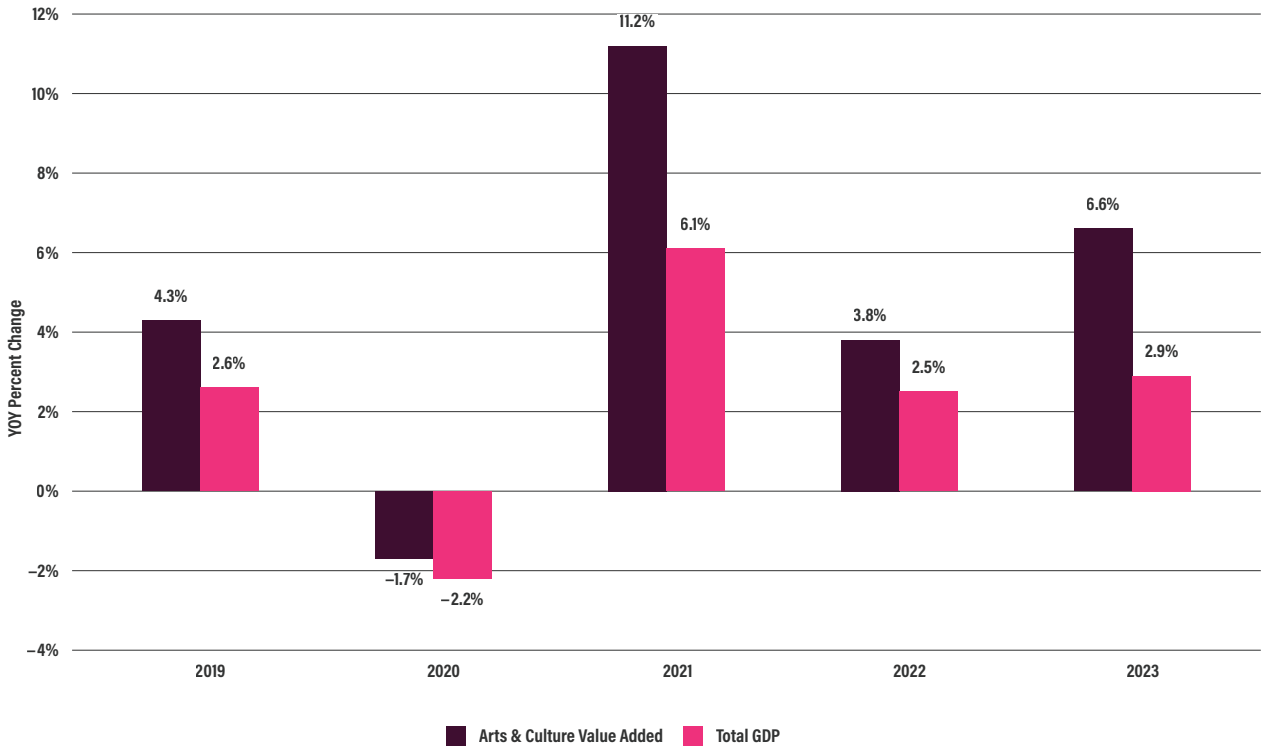
ECONOMIC CONTEXT: THE NATIONAL AND STATE PICTURE OF THE CREATIVE ECONOMY

The creative economy has emerged as one of the most dynamic and resilient sectors in the U.S. economy, consistently demonstrating its capacity to drive growth and innovation. Far from being peripheral to economic development, the creative industries have proven themselves to be fundamental engines of prosperity, generating substantial employment, income, and economic output across communities nationwide—often outpacing the broader economy.

In fact, nationwide growth of real value added (contribution to gross domestic product) generated by the Arts & Culture sector[3] has consistently outperformed that of the overall U.S. economy each year since 2019 (Figure 2). In 2019, the sector grew 4.3% compared to the year prior, well ahead of the 2.6% increase in total U.S. gross domestic product (GDP). Even at the onset of the pandemic in 2020, nationwide Arts & Culture value added declined by just 1.7%, less than the overall economy's 2.2% contraction. The rebound that followed was especially striking: in 2021, Arts & Culture surged by 11.2%, nearly double the growth rate of total GDP. Growth continued in subsequent years, expanding by 3.8% in 2022 and 6.6% in 2023, again outpacing the national economy.

3 "Arts & Culture" as defined by the U.S. Bureau Economic Analysis.

FIGURE 2: NATIONWIDE YEAR-OVER-YEAR PERCENT CHANGE IN ARTS & CULTURE CONTRIBUTION TO GROSS DOMESTIC PRODUCT (REAL VALUE ADDED) VS. TOTAL U.S. GROSS DOMESTIC PRODUCT (GDP)

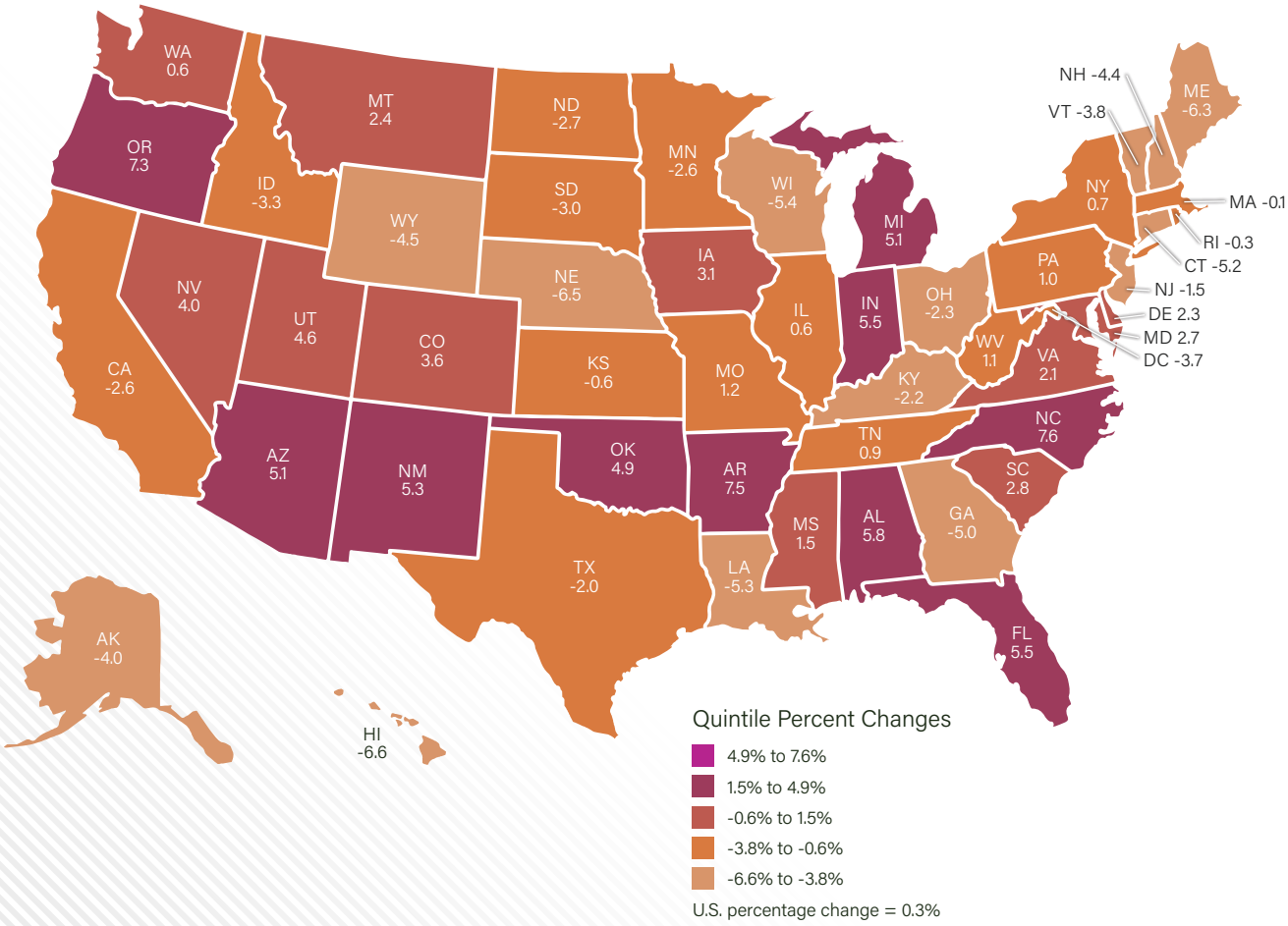


Source: U.S. Bureau of Economic Analysis Arts and Culture Satellite Account, CVL Economics.

While the national picture underscores the strength of the overall Arts & Culture sector, only some states are reaping the benefits—and California is not one. Many states posted strong gains in arts and cultural employment between 2022 and 2023 (Figure 3). North Carolina (+7.6%), Oregon (+7.3%), Florida (+5.5%), and New Mexico (+5.3%) were among the top performers, with other states like Arizona, Nevada, and Colorado showing decent growth. Washington and New York experienced minimal, but still positive growth in Arts & Culture employment.

California, by contrast, saw a 2.6% decline in Arts & Culture employment. This relative decline is striking for a state often regarded as a global hub for creativity and culture, and it signals a growing disconnect between California's reputation and its current trajectory. Historically, the arts and creative industries have been central to California's rise as a global economic powerhouse—anchored by industries like film, music, design, theatre, and digital media that helped define the state's economic strength. Yet today, the very sector that once symbolized California's competitive edge faces mounting challenges: high costs of living and doing business, policy barriers, outmigration of talent, and increasing incentives (e.g., tax breaks) offered by other jurisdictions.

FIGURE 3: PERCENT CHANGE IN ARTS & CULTURE EMPLOYMENT BY STATE | 2022–2023



Source: U.S. Bureau of Economic Analysis.

This broader statewide decline provides an important backdrop for understanding Berkeley's own creative economy. As California struggles with high costs, policy hurdles, and growing competition from other states, local communities are feeling these pressures acutely—and Berkeley is no exception.

CREATIVE ECONOMY LANDSCAPE ANALYSIS

Berkeley's creative economy is both broad in scope and deeply embedded in the city's identity. As of September 2025, the City of Berkeley recorded 650 active business licenses in the creative sector industries, accounting for about 5% of all active licenses (12,783) in the city.[4] [5] These counts include private and nonprofit corporations, sole-ownerships, partnerships, and cooperatives.

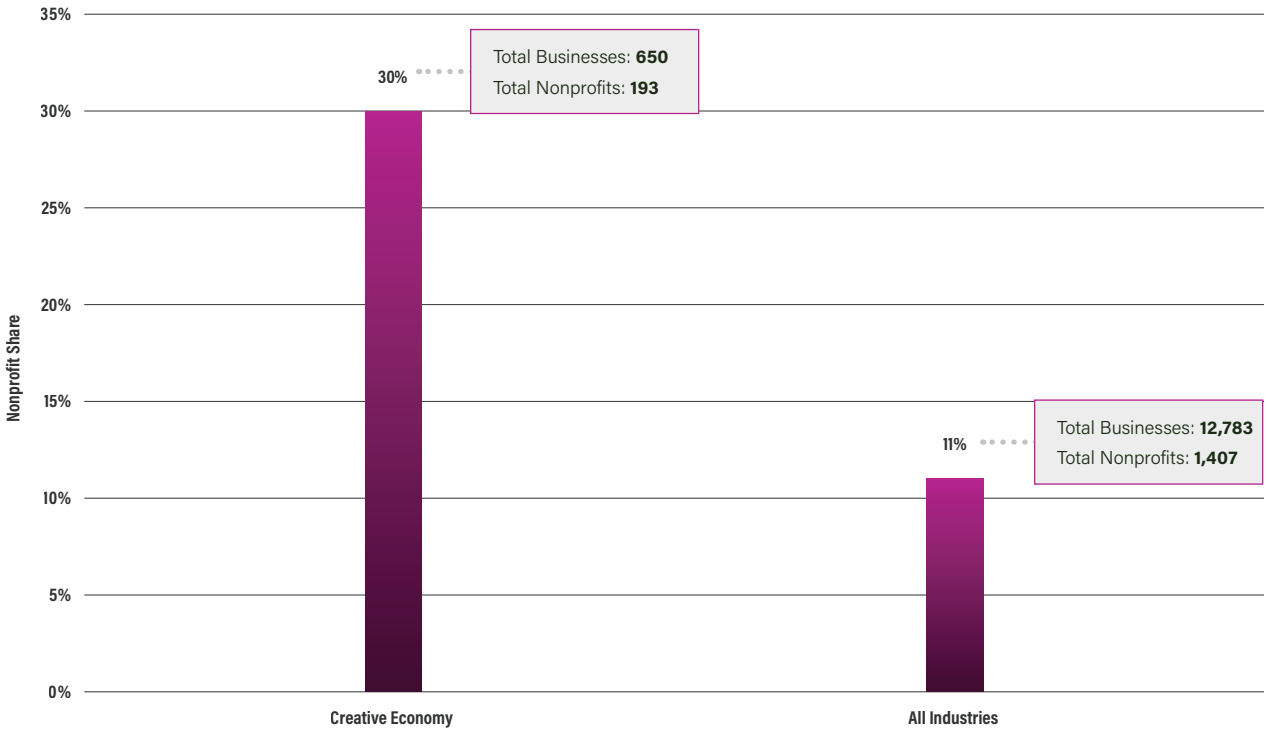
The nonprofit sector plays a particularly prominent role in Berkeley's creative economy compared to other industries. Analysis of Internal Revenue Service tax-exempt filings alongside local business license data shows that creative fields have a significantly higher share of nonprofit organizations than the citywide average across all industries (Figure 4). In total, nonprofits account for roughly 30% of Berkeley's creative economy organizations, compared to 11% of all businesses citywide.[6] **This structure has important implications: while it reflects the strong civic and cultural mission of Berkeley's creative sector, it also underscores the sector's reliance on contributed income, philanthropy, and public funding.**

4 City of Berkeley. *Business Licenses*. Accessed September 2025. https://data.cityofberkeley.info/Business/Business-Licenses/rwnf-bu3w/about_data.

5 See Appendix A.2 for further details on business count methodology.

6 See Appendix A.2 for further details on business count methodology.

FIGURE 4: SHARE OF NONPROFIT ORGANIZATIONS IN BERKELEY'S CREATIVE ECONOMY VS. ALL INDUSTRIES | 2025



Source: City of Berkeley Active Business License Data, Internal Revenue Service, CVL Economics.

CREATIVE ECONOMY EMPLOYMENT

In 2024, Berkeley's creative economy employed 8,186 jobs (Figure 5). Within the creative workforce, Visual & Performing Arts is by far the largest subsector, accounting for more than half of all jobs (55.8%). Other significant subsectors include Architecture & Design (11.1%), Entertainment & Digital Media (9.7%), and Publishing & Printing (6.9%). Smaller subsectors include Communication Design (6.0%), Post-Secondary Arts Education (4.6%), Creative Goods & Decorative Arts (4.0%), and Fashion (2.0%). Together, these fields form a dynamic ecosystem that extends well beyond traditional arts organizations—supporting innovation, attracting talent, and fueling the city's broader economic vibrancy.

Forms of Employment

The composition of Berkeley's creative workforce reflects not only the city's sectoral diversity but also the different ways people participate in creative work. As Figure 5 shows, jobs in the creative economy are distributed across three primary categories: salaried (W-2 employees), self-employed workers, and gig-based roles, as defined below.

- **Salaried Employment (W-2)**: Full-time and part-time jobs on payroll who receive a W-2 form, including both those covered by unemployment insurance (UI) programs (captured in the Bureau of Labor Statistics' Quarterly Census of Employment and Wages, or QCEW) and those not covered by UI programs (non-QCEW, such as certain small nonprofits, religious organizations, and others).

  Examples: *a full-time museum administrator, or a part-time stage manager employed by a theater.*

- **Self-Employed:** Individuals who work for themselves and are not on a payroll. This category is measured using IRS tax filings and Bureau of Economic Analysis proprietorship data and includes sole proprietors, freelancers, and independent contractors who typically file Schedule C income.

  Examples: *a freelance graphic designer running their own studio, or an independent architect who takes on client projects as their main source of income.*

- **Gig Employment:** A separate measure drawing from additional IRS non-employer filings that fall outside the standard self-employment category. This often includes freelancers, independent contractors, and sole proprietors who take on multiple short-term or project-based jobs. This category captures more contingent or supplemental work activity, often part-time or secondary. Including gig work is essential to understanding Berkeley's creative economy, where it represents a significant share of the arts and culture workforce.

  Examples: *an artist selling work occasionally on Etsy while holding another job, or a musician performing in one-off gigs or short-term productions while holding another source of employment.*

Each type of work carries its own opportunities and challenges, and together they form the backbone of Berkeley's cultural and creative ecosystem. In Berkeley, this dynamic is particularly visible in the Visual & Performing Arts subsector, where over 84% of jobs are self-employed or gig-based. By contrast, fields like Architecture & Design or Entertainment & Digital Media lean more heavily on salaried employment, providing relatively greater stability. Sectors such as Publishing & Printing, Communication Design, and Post-Secondary Arts Education fall in between, with a mix of W-2, self-employed, and gig roles that together illustrate the hybrid nature of creative work.

FIGURE 5: CREATIVE ECONOMY SUBSECTOR EMPLOYMENT COUNT BY WORKER TYPE IN BERKELEY | 2024

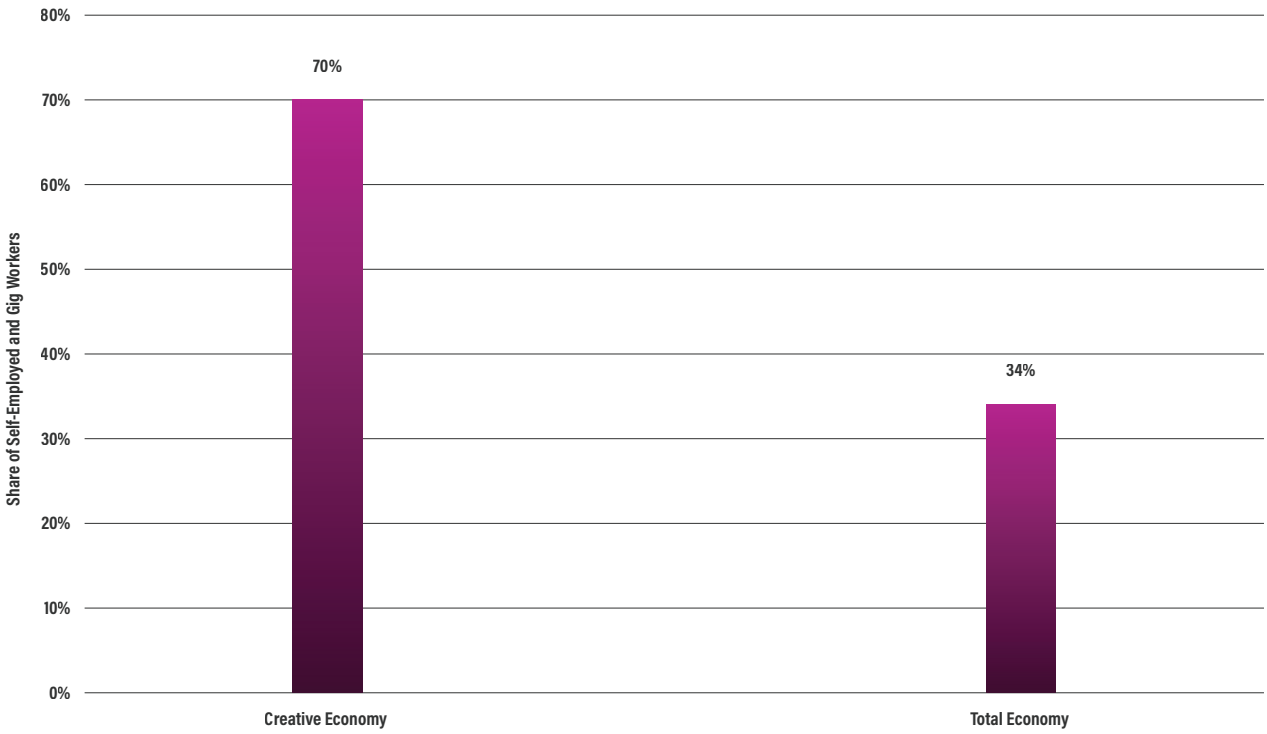
CREATIVE ECONOMY SUBSECTOR	SALARIED (W-2)	SELF-EMPLOYED	GIG	TOTAL	SHARE OF CREATIVE ECONOMY TOTAL
Visual & Performing Arts	718	827	3,022	**4,567**	**55.8%**
Architecture & Design	534	138	236	**908**	**11.1%**
Entertainment & Digital Media	478	159	154	**791**	**9.7%**
Printing & Publishing	193	43	326	**562**	**6.9%**
Communication Design	105	101	289	**495**	**6.0%**
Post-Secondary Arts Education	174	74	130	**377**	**4.6%**
Creative Goods & Decorative Arts	283	26	16	**325**	**4.0%**
Fashion	89	23	49	**161**	**2.0%**
Total Creative Economy	**2,574**	**1,391**	**4,222**	**8,186**	**-**

Note: Employment counts reflect the number of unique jobs and not individuals. In that sense, one individual can hold multiple jobs and therefore be counted more than once. This dynamic is especially prevalent in the "Gig" work category, where organizational models in industries like Visual & Performing Arts rely heavily on short-term, project-based, or seasonal hiring, and artists and performers often piece together income through multiple jobs.

Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

Unlike many other industries where traditional W-2 employment (salaried, with benefits) dominates, the creative economy is notable for its reliance on non-traditional work arrangements. Artists and creative workers are far more likely than the general workforce to be self-employed or gig-based (Figure 6). In Berkeley, nearly 70% of creative economy workers are self-employed or gig workers compared to 34% across the total economy. This reflects both the flexibility and precarity of the sector: while project-based and freelance work can create room for innovation and independence, it also often comes with irregular income, limited benefits, and less access to worker protections.

FIGURE 6: SHARE OF SELF-EMPLOYED AND GIG EMPLOYMENT FOR CREATIVE ECONOMY AND ALL INDUSTRIES IN BERKELEY | 2024



Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

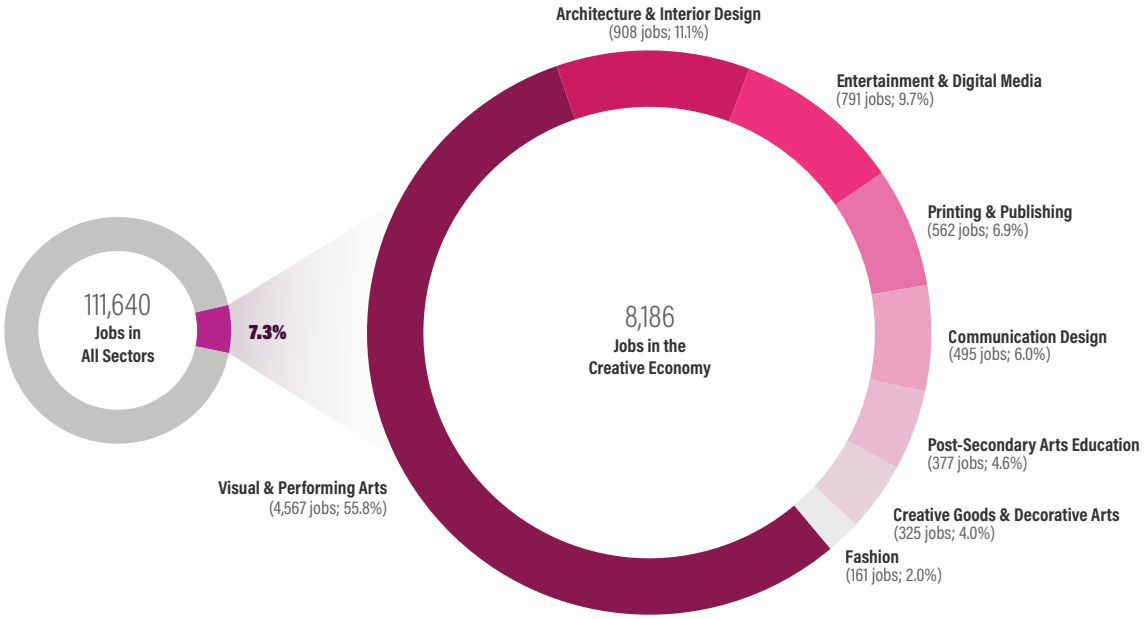
Berkeley's Creative Economy in the City's Broader Economic Landscape

Berkeley's creative economy is a critical part of the city's economic landscape, accounting for a significant share of total employment. While creative economy businesses accounted for 5% of all enterprises, they supported 7.3% of all employment citywide in 2024—8,186 out of the 111,640 total jobs across industries (Figure 7).[7]

Creative economy employment today has been declining year over year since the pandemic, following a period of strong growth in the years prior. From 2010 to 2018, Berkeley's creative sector expanded steadily, adding more than 2,300 jobs and peaking at nearly 9,850 positions (Figure 8). That momentum ended abruptly in 2020, when the pandemic caused steep job losses that erased much of the previous decade's gains. While employment has stabilized somewhat in recent years, 2024 levels remain just over 8,100 jobs—roughly on par with 2013.

7 See Appendix A.3 for detailed documentation of employment counts.

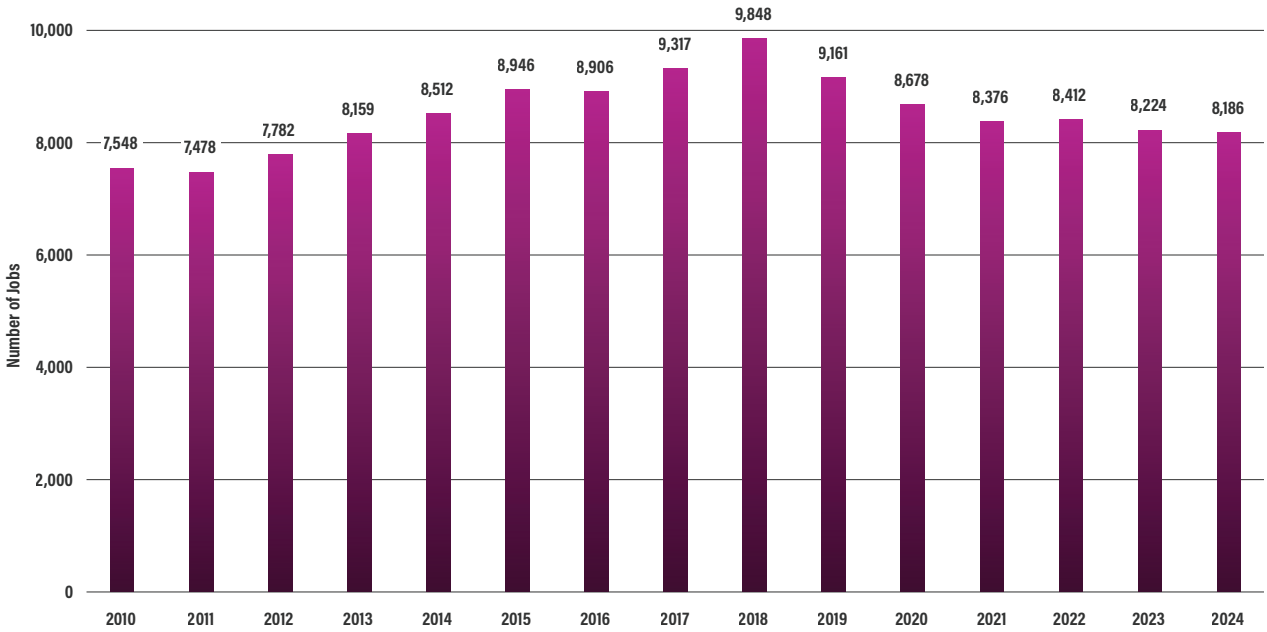
FIGURE 7: COMPOSITION OF CREATIVE SECTOR WORKFORCE IN BERKELEY | 2024



Note: Includes salaried, self-employed, and gig jobs in the creative economy and across all sectors. Employment counts reflect the number of unique jobs and not individuals. In that sense, one individual can hold multiple jobs and therefore be counted more than once. Berkeley salaried (QCEW) jobs total 2,574 in the creative economy and 68,126 in the overall economy.

Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

FIGURE 8: CREATIVE ECONOMY EMPLOYMENT IN BERKELEY | 2010–2024



Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

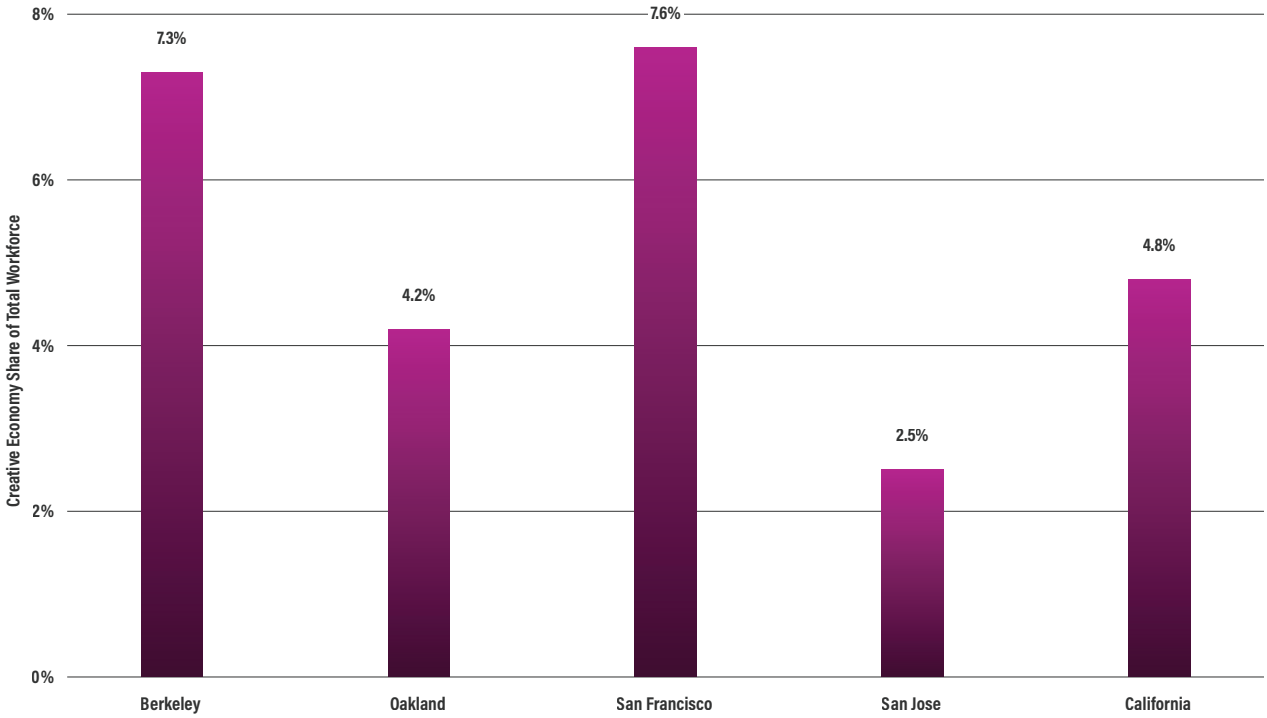


REGIONAL COMPARISONS

When compared to neighboring regions in the San Francisco Bay Area and the state as a whole, Berkeley's creative economy stands out. In 2024, it accounted for 7.3% of the city's total workforce—a larger share than in Oakland, San Jose, and California overall, though slightly trailing San Francisco (Figure 9).

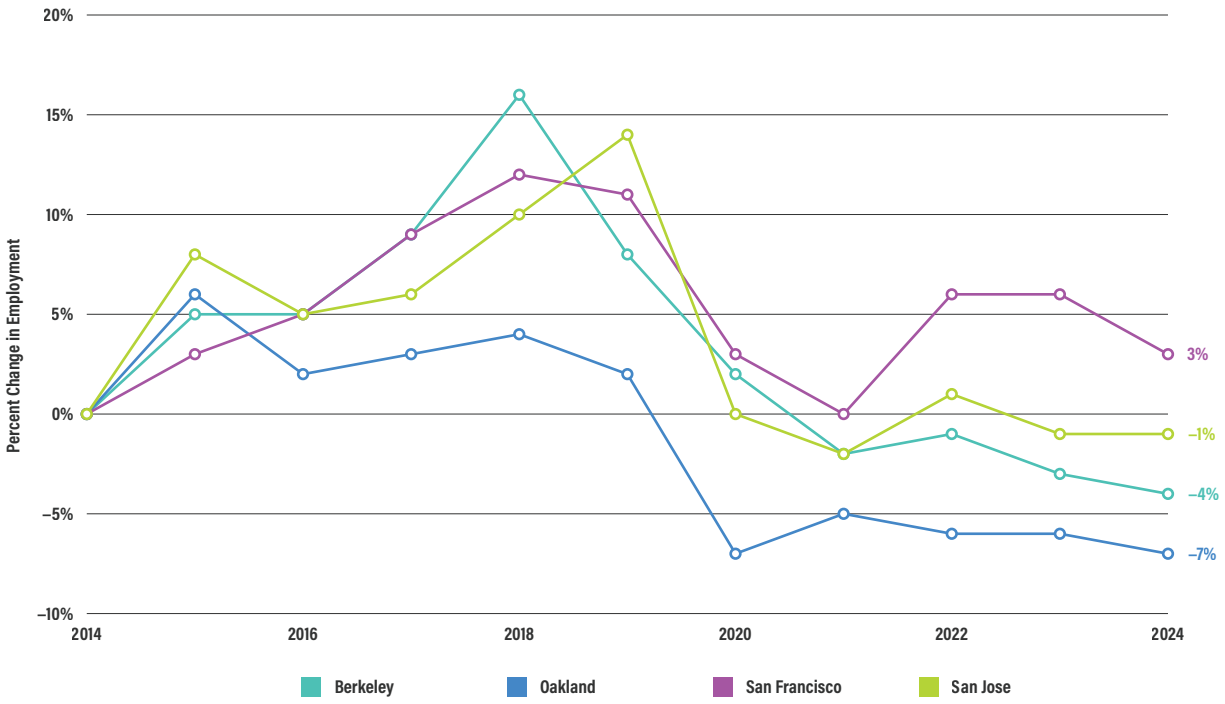
In the years leading up to the pandemic, Berkeley's creative economy was outperforming even San Francisco's sector in terms of job growth. Between 2014 and 2018, creative employment in Berkeley expanded 16%, outpacing industry growth in neighboring cities (Figure 10). Although all regional creative economies experienced steep declines with the onset of the pandemic in 2020, Berkeley's recovery has especially lagged behind. San Francisco and San Jose have seen partial rebounds, regaining some of their lost ground, but Berkeley's creative economy has remained flat or slightly negative through 2024.

FIGURE 9: CREATIVE ECONOMY EMPLOYMENT AS A SHARE OF TOTAL WORKFORCE BY REGION AND STATE | 2024



Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

FIGURE 10: COMPARATIVE CREATIVE ECONOMY REGIONAL EMPLOYMENT GROWTH RATE | 2014–2024



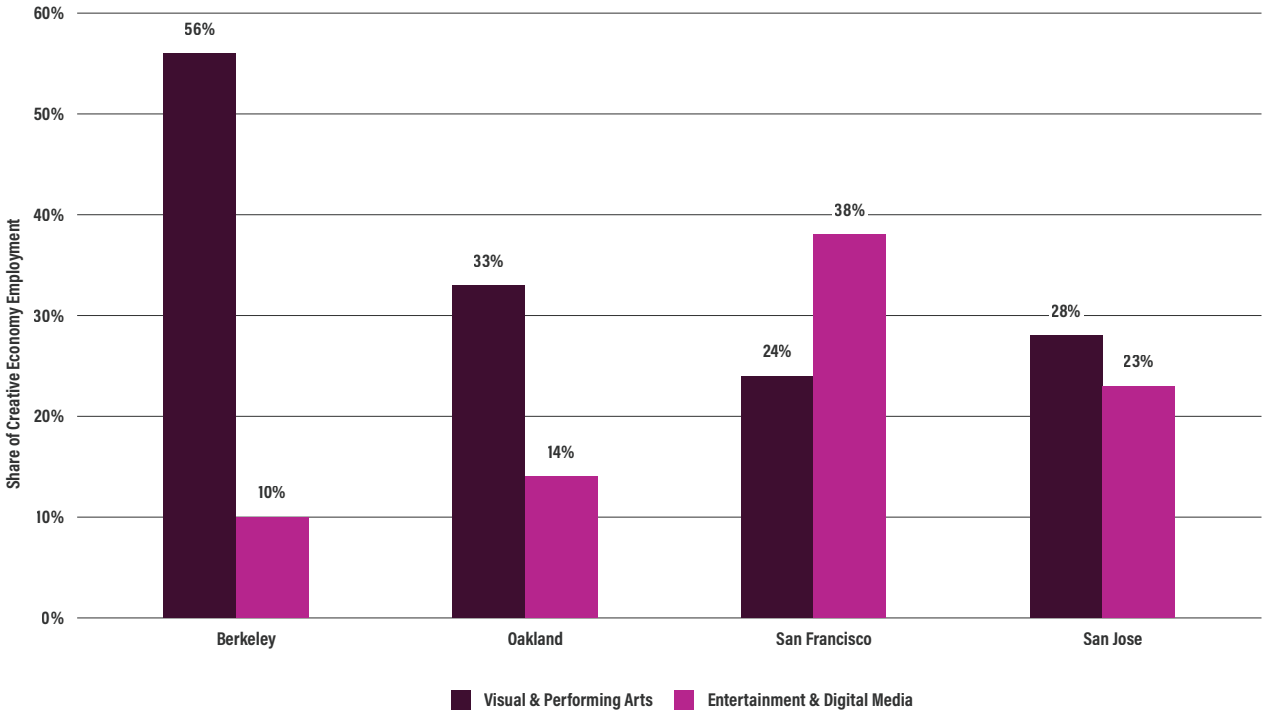
Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

The result is a sector that was once leading the region in growth but now sits well below its pre-pandemic trajectory, underscoring the depth of the disruption and the ongoing challenges to full recovery.

One factor behind Berkeley's slower recovery is the composition of its creative economy relative to other cities. More than half of Berkeley's creative sector jobs are concentrated in Visual & Performing Arts (56%), **making the city far more dependent on live, in-person activity than its regional peers** (Figure 11).

San Francisco, by contrast, has a much larger share in Entertainment & Digital Media (38%), led by industries such as media streaming, software publishing (e.g., video game development), and broadcasting. These segments not only proved more resilient during shutdowns but in many cases expanded as digital content consumption surged. San Jose and Oakland fall between these two poles, with stronger mixes across both the Performing Arts and Digital Media industries.

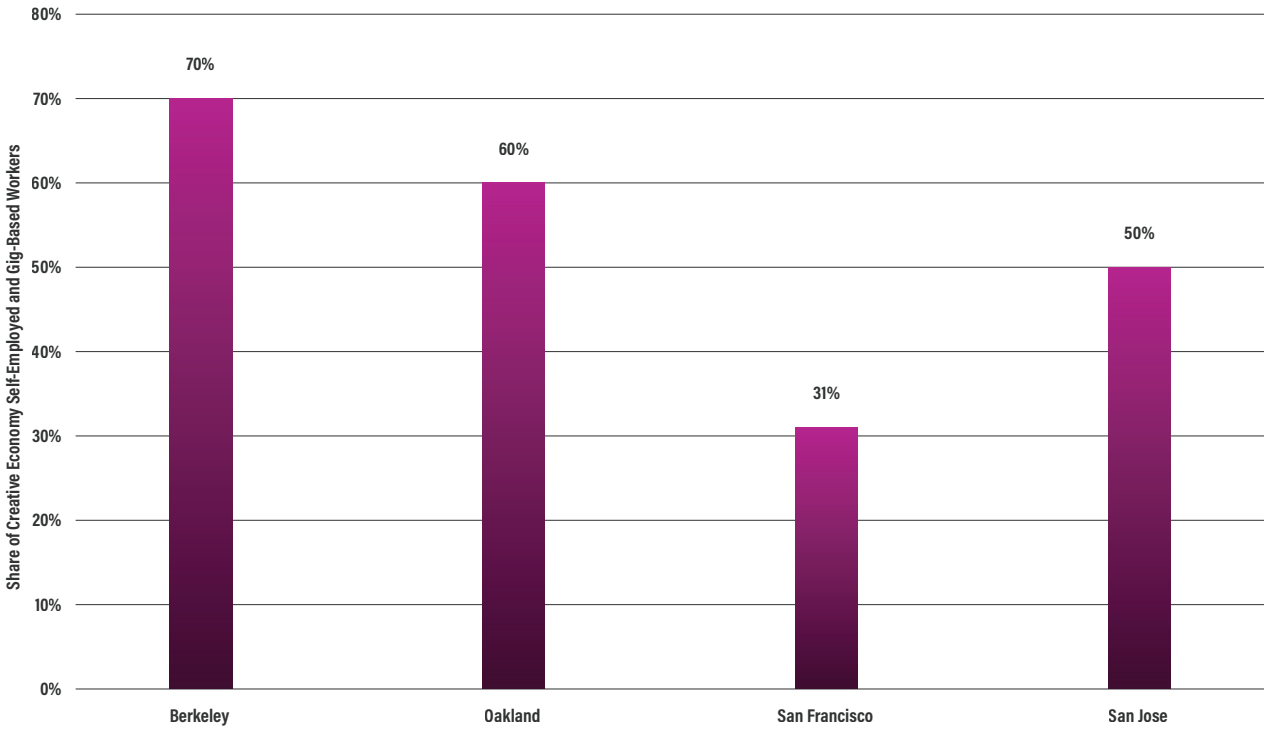
FIGURE 11: REGIONAL CREATIVE ECONOMY COMPOSITION: VISUAL & PERFORMING ARTS VS. ENTERTAINMENT & DIGITAL MEDIA | 2024



Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

With a significant percentage of Performing Arts industry employment comes other struggles tied to the sector's reliance on gig and contract work, as well as its nonprofit-heavy structure. **In Berkeley, the estimated 70% of the creative workforce that is self-employed or gig-based is driven largely by the city's Visual & Performing Arts sector, which alone accounts for 3,850 workers (827 self-employed and 3,022 gig-based)**. By comparison, only 31% of San Francisco's creative workforce falls into these categories (Figure 12). Oakland and San Jose also have higher shares of self-employed and gig workers (60% and 50%, respectively), but are not as high as Berkeley's.

FIGURE 12: SHARE OF CREATIVE ECONOMY SELF-EMPLOYED AND GIG-BASED WORKFORCE BY CITY | 2024



Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

At the same time, Performing Arts is among the industries with the highest share of nonprofit organizations. For instance, in Alameda County, over 25% of Performing Arts jobs are in nonprofits, compared to just 9.4% across all industries countywide (Figure 13). The county's nonprofit share in the Performing Arts is also notably higher than the statewide average of 15.8%.

FIGURE 13: SHARE OF NONPROFIT EMPLOYMENT IN BOTH COUNTY AND STATE: PERFORMING ARTS VS. ALL INDUSTRIES | 2024

REGION	SHARE OF PERFORMING ARTS EMPLOYMENT IN NONPROFITS*	SHARE OF TOTAL EMPLOYMENT (ALL INDUSTRIES) IN NONPROFITS
Alameda County	25.1%	9.4%
California	15.8%	7.8%

*Includes employment in NAICS 711 (Performing Arts, Spectator Sports, and Related Industries).

Source: U.S. Bureau of Labor Statistics Nonprofit Establishment Employment and Wage Estimates, CVL Economics.

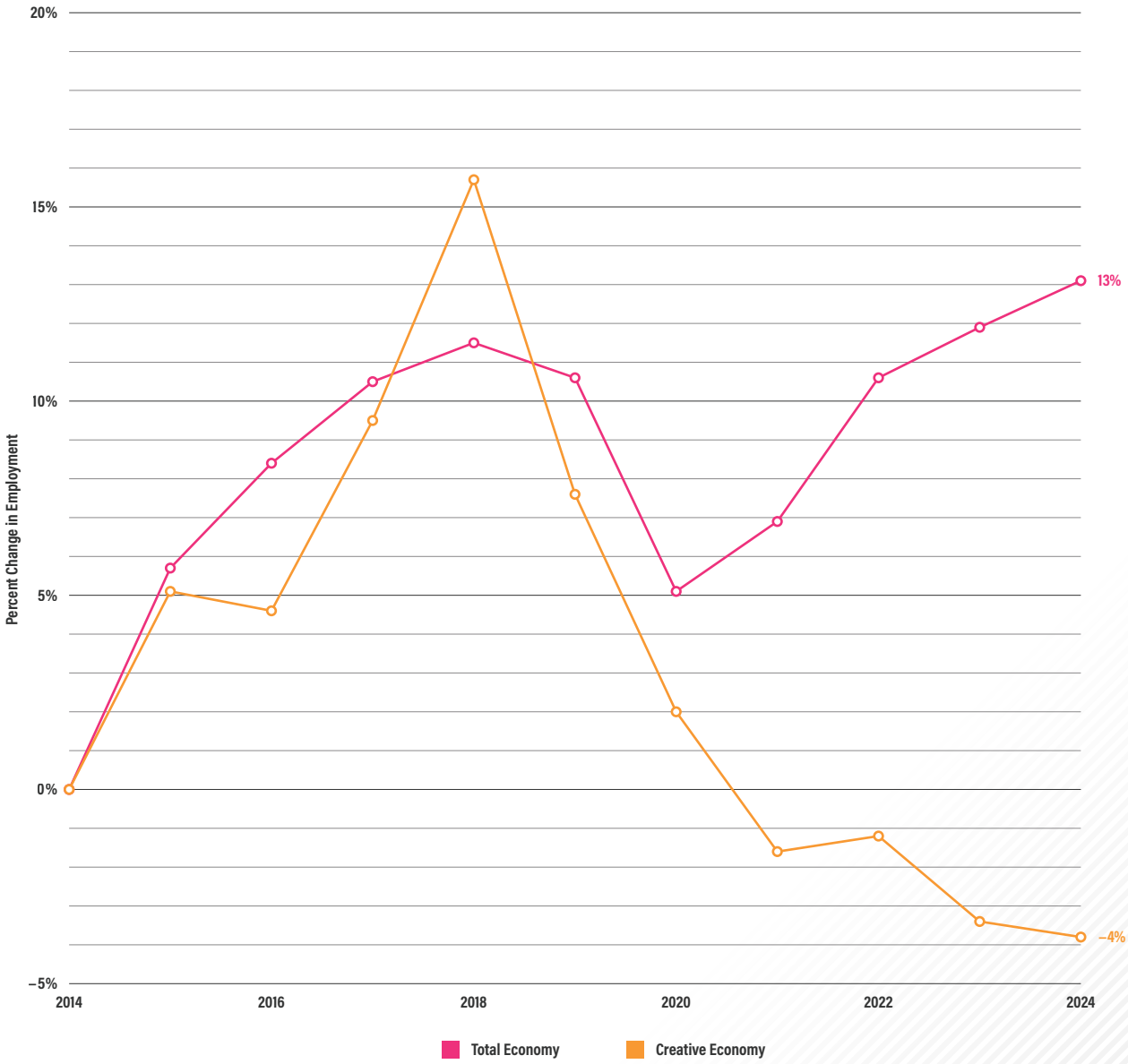


COMPARISON TO THE OVERALL ECONOMY IN BERKELEY

The picture becomes even more stark when comparing Berkeley's creative economy to the city's overall employment base (Figure 14). Before the pandemic, the creative workforce grew faster than Berkeley's overall economy. Between 2014 and 2018, creative employment surged nearly 15%, compared to about 11% growth in the total workforce. This momentum underscored the sector's potential as one of the city's most dynamic economic drivers, suggesting that, absent disruption, it might have continued to anchor local growth.

The pandemic, however, set the creative economy in Berkeley on a very different trajectory than the overall local economy. While total employment in Berkeley dipped briefly in 2020, it has since resumed a steady upward climb, reaching new highs by 2024. The creative workforce, as noted earlier, has remained stagnant or declined since 2020, and is currently registering at levels observed back in 2013, more than a decade ago. This divergence makes clear that while Berkeley's broader economy has expanded and rebounded, its creative economy, which relies on the Performing Arts industry, has been left behind—changing from a leading growth engine into a sector struggling to regain its footing.

FIGURE 14: CREATIVE ECONOMY EMPLOYMENT GROWTH RATE VS. GROWTH RATE FOR ALL SECTORS IN BERKELEY | 2014–2024



Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

Berkeley's heavy reliance on the Performing Arts—among the hardest-hit and slowest-recovering industries nationwide—has left its creative economy especially vulnerable. **The sector's dual reliance on gig and contract work, alongside its nonprofit-heavy structure, compounds this fragility by tethering organizational stability to fluctuating audience demand, shifting philanthropic priorities, and uncertain public funding.** As a result, Berkeley's creative economy remains more exposed to the ongoing challenges of rebuilding sustainable audiences than many of its regional peers.

Yet despite the sector's slower recovery compared to the broader economy, Berkeley's creative economy remains an essential economic engine. The following economic impact analysis highlights just how significant this activity is for Berkeley and the region—underscoring why the sector's recovery is not simply a cultural priority, but an economic imperative.



CREATIVE ECONOMY ECONOMIC IMPACT ANALYSIS

Entities in the creative economy are part of a broader ecosystem, constantly interacting with other businesses in other industries and consumers. While it is directly composed of the eight defined subsectors outlined earlier (see Figure 1), its reach extends well beyond these boundaries.

Arts organizations and creative firms rely on a wide array of goods and services—purchasing materials, contracting with marketing agencies, and engaging professional services—thereby generating demand across many other industries. At the same time, the people who work in creative jobs—whether performers, designers, technicians, or administrators—spend their earnings on everyday needs like groceries, rent, and childcare. These purchases further help sustain local businesses across many different sectors.

Economic impact analysis is a tool that helps us measure all of these effects—not just the direct output of an industry, but also the chain reaction it sets off across the broader economy, also known as the "multiplier effect." To do this, we break the total impact into three parts: direct, indirect, and induced impacts, the latter two of which constitute the multiplier effect.[8] Together, these layers show the total economic impact of the creative economy through its role in a much larger ecosystem.

- **Direct effect** includes the economic activity that happens within the creative economy sector itself—like sector employee wages, business revenue, and taxes paid.
- **Indirect multiplier effect** captures the activity supported by the creative economy sector's suppliers. For example, a theater might rely on a local costume shop, which in turn buys fabric from a regional wholesaler.
- **Induced multiplier effect** refers to the ripple effect of household spending. When creative economy sector employees or those in related businesses spend their paychecks locally, they help generate jobs and income in industries like food service, retail, and transportation.

To assess the contribution of arts and culture to the local and regional economy, several key indicators are analyzed:

- **Employment impact:** This refers to the total number of jobs supported by the creative economy—both directly (within arts organizations themselves) and indirectly (at supporting businesses), as well as jobs created through household spending by those workers (induced impact).
- **Labor income impact:** This captures the total wages, salaries, and benefits earned by workers across the direct, indirect, and induced layers of activity. It reflects how the sector supports livelihoods throughout the community.
- **Value added impact:** This measures the creative economy's direct contribution to Gross Regional Product (GRP) in Berkeley. Value added reflects the net new wealth created by the sector, including labor income (wages and salaries), taxes on production, and business profits.
- **Fiscal impact:** This measures the tax revenue generated by businesses and workers associated with the creative economy. Tax revenue is broken down by city, county, and state levels.

8 See Appendix A.4 for IMPLAN input-output methodology.



BASELINE IMPACT

The baseline impact reflects the economic impact that originates from creative economy activity within the City of Berkeley's boundaries. These impacts are generated by Berkeley-based entities and include the employment, labor income, and value added that flow directly from activity located in the city.

In 2024, the 8,186 direct jobs in Berkeley's creative economy supported an additional 251 jobs through multiplier effects (indirect and induced), for a total of 8,437 jobs supported citywide tied to the sector (Figure 15). Altogether, Berkeley's creative economy generated $537.5 million in labor income (wages, salaries, and benefits) and contributed more than $1.0 billion to the city's gross regional product (value added). Put another way, **each creative job in Berkeley generated about $66,000 in labor income and $125,000 in value added (contributions to Berkeley's gross regional product).**

These impacts are significant in scale: Berkeley's creative economy accounted for 7.6% of the city's total employment, 5.7% of labor income, and 7.9% of value added across the city in 2024. This underscores the sector's role not only as a major source of jobs and income but also as a key component of the city's overall economic base.

FIGURE 15: CITYWIDE ECONOMIC IMPACT OF BERKELEY'S CREATIVE ECONOMY | 2024

	EMPLOYMENT (JOBS)	LABOR INCOME	VALUE ADDED
DIRECT EFFECT	8,186	$519.6 Million	$979.7 Million
INDIRECT EFFECT	213	$15.3 Million	$22.6 Million
INDUCED EFFECT	38	$2.5 Million	$19.2 Million
TOTAL ECONOMIC IMPACT	**8,437**	**$537.5 Million**	**$1,021.4 Million**
SHARE OF BERKELEY TOTAL	**7.6%**	**5.7%**	**7.9%**

Note: Totals may not be exact due to rounding. Includes impacts associated with private and non-profit entities in Berkeley's creative economy.

Source: IMPLAN, U.S. Bureau of Labor Statistics, U.S. Bureau of Economic Analysis, CVL Economics.

REGIONAL SPILLOVERS ACROSS THE EAST BAY

While the city-level results capture the impacts that occur strictly within Berkeley, creative economy activity doesn't stop at the city's boundaries. Widening the lens to look at the East Bay (Alameda and Contra Costa counties) as a whole, the impact grows because of "leakages," or spillovers—spending that originates in Berkeley but flows outward to suppliers, contractors, and consumer markets located elsewhere in the two-county region as a result of the multiplier effect.

As such, in addition to the 8,437 jobs supported by the creative economy in Berkeley (citywide total employment impact from Figure 15), the sector supported an additional:

- 3,784 indirect jobs by supply-chain spending in other parts of the East Bay. For example, a Berkeley theater company might contract with a fabrication shop in Oakland or Richmond, or a design studio in Berkeley might purchase printing services from a vendor in Hayward or Concord. These transactions represent spillovers out of the city that become economic activity elsewhere in the East Bay.
- 1,821 induced jobs in other parts of the East Bay when creative workers spend their earnings on household needs. A Berkeley-based musician's paycheck might go towards childcare in Alameda or Albany, groceries in San Leandro or Orinda, or shopping in Oakland or Walnut Creek. Those everyday expenditures ripple outward, supporting additional jobs and income across the region.

This means an additional 5,605 jobs were supported by Berkeley's creative economy in other parts of the East Bay (elsewhere in Alameda and Contra Costa Counties) (Figure 16).

FIGURE 16: SPILLOVER ECONOMIC IMPACT OF BERKELEY'S CREATIVE ECONOMY INTO OTHER PARTS OF THE EAST BAY | 2024

	EMPLOYMENT (JOBS)	LABOR INCOME	VALUE ADDED
DIRECT EFFECT	-	-	-
INDIRECT EFFECT	3,784	$307.9 Million	$426.4 Million
INDUCED EFFECT	1,821	$138.6 Million	$254.7 Million
TOTAL ECONOMIC IMPACT	**5,605**	**$420.8 Million**	**$624.0 Million**

Note: As this analysis measures only creative economy activity originating within the City of Berkeley, direct effects occur only within Berkeley, as shown in Figure 15. Totals may not be exact due to rounding. Includes impacts associated with private and non-profit entities in Berkeley's creative economy.

Source: IMPLAN, CVL Economics.

A DEEPER LOOK:
UNDERSTANDING THE MULTIPLIER EFFECT

The multiplier effect (indirect and induced impacts) captures how the impact of the creative economy extends beyond the organizations and workers directly involved in creative activity. Every creative job in Berkeley generates additional activity across a wide range of other industries, through business-to-business (supply-chain) transactions and household spending by industry workers. Because Berkeley is deeply interconnected with the surrounding East Bay economy, these multiplier effects also have a geographic dimension. While some of the secondary activity remains inside city boundaries, much of it naturally flows to nearby communities such as Oakland, Emeryville, Richmond, Albany, El Cerrito, and San Leandro where many vendors are located and workers live.

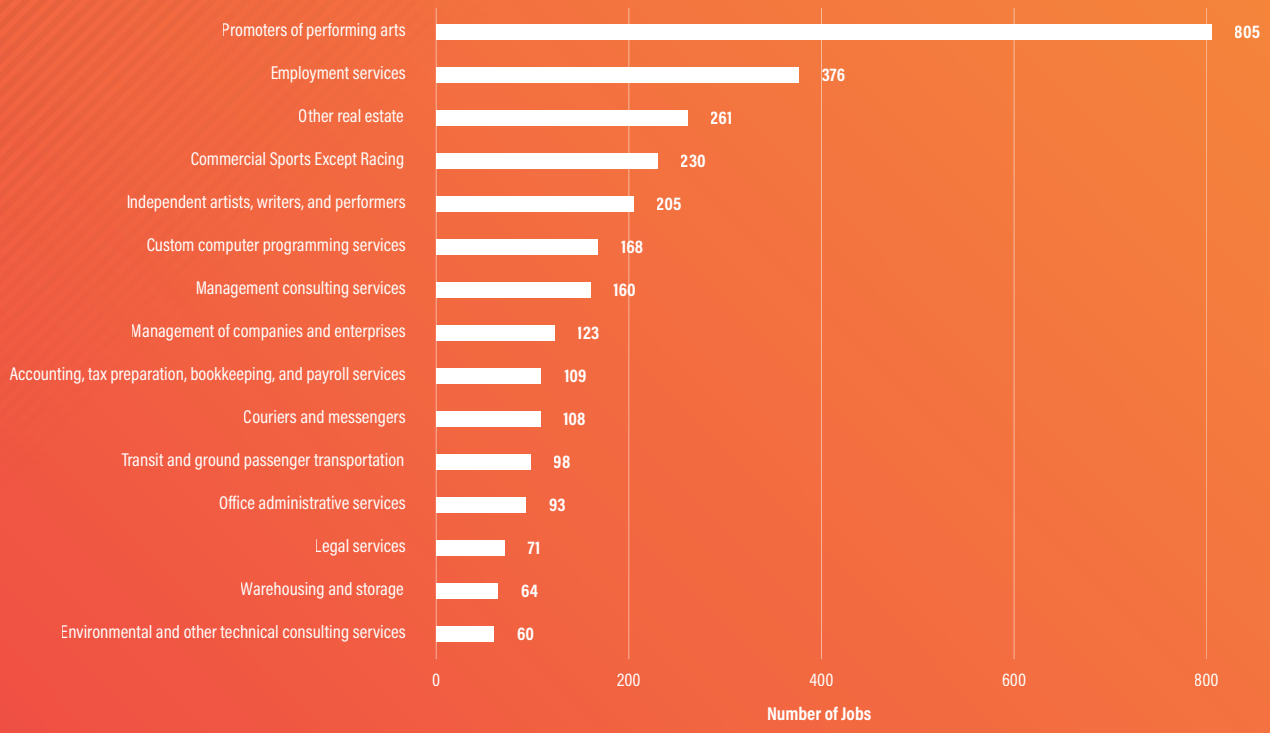
The multiplier effect of Berkeley's creative economy is evident in the diverse range of industries supported through supply-chain linkages (indirect effects) and household spending (induced effects) (Figure 17). On the supply-chain side, the largest employment impacts occur in industries directly tied to arts and culture production. Promoters of performing arts (i.e., organizations that organize and manage live shows, concerts, theatres, or festivals) (805 jobs) and independent artists, writers, and performers (205 jobs) illustrate how creative activity sustains related fields within the broader arts ecosystem.[9] At the same time, significant spillovers occur in various professional and technical service industries: employment services (376 jobs), other real estate (261 jobs), custom computer programming (168 jobs), and management consulting (160 jobs) all benefit from the demands of creative organizations and firms. Even industries like warehousing and storage (64 jobs), couriers and messengers (108 jobs), and commercial sports (230 jobs) are strengthened through their connections to Berkeley's creative sector.

On the household spending side, induced effects spread the benefits in a different way. Creative workers spend their earnings on everyday needs that sustain jobs in restaurants (175 jobs across full- and limited-food service), family services (103 jobs), and healthcare (55 hospital jobs and 48 in physicians' offices). Retail is also a major beneficiary, with creative economy earnings supporting employment in food and beverage stores (51 jobs), general merchandise stores (43 jobs), and other retail outlets. Additional gains are seen in education (37 jobs in other educational services), personal care services (42 jobs), and even auto repair and maintenance (32 jobs).

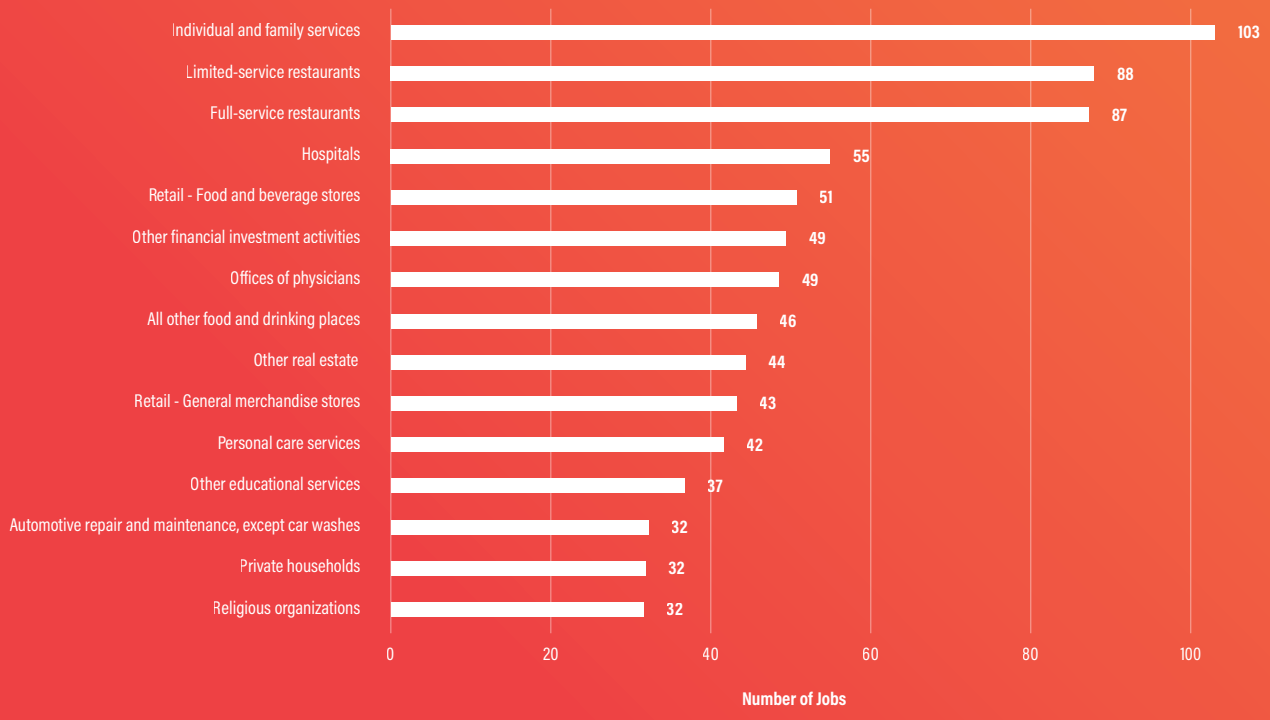
9 Industry titles are reported using IMPLAN's sectoring scheme, which is mapped to the North American Industry Classification System (NAICS).

FIGURE 17: RIPPLE EFFECT OF EAST BAY EMPLYOMENT SUPPORTED BY THE BERKELEY CREATIVE ECONOMY | 2024

A) Indirect Effect (Supply Chain)



B) Induced Effect (Household Spending)



Source: IMPLAN, CVL Economics.

BEYOND THE TICKET:

ARTS AND CULTURE ATTENDEE SPENDING

In considering the broader role of the creative economy, it is important to account for the additional activity generated by visitors to arts and culture establishments. Audiences at performances and visitors to museums often turn their outings into fuller experiences—grabbing a meal at a restaurant, stopping at a café or bar, or browsing nearby shops. This ancillary spending amplifies the value of arts and culture by circulating dollars into multiple sectors and sustaining the vitality of surrounding commercial corridors. The presence of continued arts and culture programming drives foot traffic that sustains nearby businesses and keeps commercial corridors vibrant.

To quantify this effect, CVL Economics used the SMU DataArts Cultural Data Profile database to compile attendance figures for an available sample of Berkeley arts and culture organizations. **Together, the 37 arts and culture venues in Berkeley in this sample group attract roughly 1.4 million attendees annually.**[10]

Spending estimates were drawn from *Arts & Economic Prosperity 6* (Americans for the Arts), which provides audience spending patterns for local regions. While no Berkeley-specific profile exists, spending data from Walnut Creek and San Francisco were averaged to approximate Berkeley's position—more urbanized than Walnut Creek, yet less dense (and with lower associated costs) than San Francisco. Similarly, the average mix of local and nonlocal attendees was applied to get an estimate of spending in Berkeley. This distinction is important because local attendees, who live in the city, generate less new spending when they attend a performance than their nonlocal counterparts. **In total, the average Berkeley local attendee spends $35.76 on additional activities per artistic/cultural event, and the average (nonlocal) attendee from outside Berkeley spends $48.83.**

Applying these patterns to the Berkeley sample group shows **that arts and culture audiences for these organizations generate an estimated $56 million in annual spending at other local businesses** (Figure 18). This includes nearly $30 million at food and drink establishments, $7.6 million at retail stores, $7.2 million on local transportation, and $3.5 million on lodging.

10 SMU DataArts Cultural Data Profile (2017–2024).

FIGURE 18: ANNUAL ARTS AND CULTURE ATTENDEE SPENDING BY CATEGORY FOR 37 ARTS AND CULTURE ORGANIZATIONS IN BERKELEY | 2024

SPENDING CATEGORY	LOCAL ATTENDEES	NONLOCAL ATTENDEES	TOTAL ATTENDEES
Food and Drink	$17.6 Million	$11.8 Million	$29.2 Million
Retail Shopping	$4.5 Million	$3.1 Million	$7.6 Million
Overnight Lodging	$0.6 Million	$3.0 Million	$3.5 Million
Local Transportation	$3.5 Million	$3.7 Million	$7.2 Million
Clothing and Accessories	$2.5 Million	$1.4 Million	$3.8 Million
Groceries and Supplies	$1.8 Million	$0.8 Million	$2.6 Million
Childcare	$0.5 Million	$0.4 Million	$0.9 Million
Other/Miscellaneous	$0.6 Million	$0.5 Million	$1.2 Million
Total Spending	**$31.3 Million**	**$24.6 Million**	**$56.0 Million**

Source: SMU DataArts, Americans for the Arts, CVL Economics.

FISCAL IMPACT

Creative economy activity within the City of Berkeley also generates meaningful public revenues that flow across multiple levels of government. While these activities take place strictly within city boundaries, California's layered tax system distributes the resulting revenues among the City of Berkeley, Alameda County, and the State of California. This means that a single dollar of creative economy activity in Berkeley contributes to multiple jurisdictions simultaneously.

Creative activity contributes to several types of taxes that fund distinct public services (Figure 19). The following are major sources of creative economy tax revenue:

- **Property tax (shared by City of Berkeley and Alameda County)** revenues come from the assessed value of land and buildings occupied by creative organizations and businesses—such as theaters, studios, galleries, or design offices—whether paid directly by the property owner or indirectly through commercial leases. These revenues fund a broad range of public services, from public safety to county-administered programs, including road maintenance and transit services.
- **Sales tax (shared by City of Berkeley, Alameda County, and California)** in the creative sector is typically tied to ancillary transactions like food and beverage concessions, merchandise, or purchases of supplies and equipment. Ticket sales are not included because they are not subject to California sales tax. These revenues are distributed across all three levels of government—supporting the City's general fund, countywide systems administered by Alameda County, and the State's General Fund, which finances education, health and human services, and other statewide priorities.
- **Personal income taxes (California only)** are generated by the wages and self-employment earnings of workers employed in the creative economy, including W-2 employees, freelancers, and gig workers. They are a major source for the State of California's General Fund.
- **Corporate income taxes (California only)** apply to the net profits of for-profit creative firms, such as design practices, production companies, or galleries, while nonprofit entities are generally exempt. These revenues also accrue to the State's General Fund and help sustain statewide systems and programs alongside income taxes.

FIGURE 19: SCENARIOS FOR UNDERSTANDING THE CREATIVE ECONOMY'S TAX REVENUE GENERATION

TAX TYPE & COLLECTOR	SCENARIO 1: NONPROFIT THEATER COMPANY	SCENARIO 2: PRIVATE DESIGN FIRM
PROPERTY TAX (City, County)	Theater company leases its space; tax is assessed on the property owner but is effectively built into rent.	Firm leases its space; tax is assessed on the property owner but is effectively built into rent.
SALES TAX (City, County, State)	Sales tax collected on concessions (food, drink), merchandise, and taxable rentals. Ticket sales exempt.	Core design services exempt. Sales tax applies to tangible goods (printed collateral, models, branded merchandise) and on taxable inputs purchased by the firm.
PERSONAL INCOME TAX (State)	Actors, stage crew, and set designers pay income tax on wages or self-employment income.	Designers, administrative staff, and contractors pay state income tax on wages or self-employment income.
CORPORATE INCOME TAX (State)	Exempt as a nonprofit.	Corporate profits taxed at the state level.

Source: CVL Economics.

DIRECT TAX BENEFITS

Creative economy activity in Berkeley generates tax dollars that flow into the City's General Fund, which provides flexible revenues that are budgeted to core municipal services, such as public safety and personnel. Unlike special district revenues that are legally restricted to specific purposes, General Fund revenues represent the City's discretionary pool.

In fiscal year 2024, the City of Berkeley's General Fund was budgeted at $273.4 million.[11] Of this, based on the IMPLAN modeling described above which includes the impact of multiplier effects, the creative economy generated an estimated $10.7 million in tax revenues (Figure 20), equal to nearly 4% of the City's discretionary tax base. The largest contributions came from sales taxes, where creative sector activity accounted for more than 15% of total collections, and property taxes at 4%.

11 City of Berkeley, Adopted Budget for Fiscal Year 2025 & 2026 (PDF). Available at: https://berkeleyca.gov/sites/default/files/documents/FY-2025-2026-Proposed-Biennial-Budget.pdf.

FIGURE 20: CITY OF BERKELEY GENERAL FUND (GF) TAX REVENUE GENERATED BY BERKELEY'S CREATIVE ECONOMY | 2024

SOURCE OF REVENUE	CREATIVE ECONOMY GF TAX REVENUE	FY2024 EST. ACTUAL GF REVENUE (TOTAL GF REVENUE)	CREATIVE ECONOMY SHARE OF TOTAL GF REVENUE
PROPERTY TAX	$4.6 Million	$116.0 Million	4.0%
SALES TAX	$2.9 Million	$18.7 Million	15.6%
ALL OTHER TAXES*	$3.2 Million	$138.7 Million	2.3%
TOTAL GENERAL FUND TAX REVENUE	**$10.7 Million**	**$273.4 Million**	**3.9%**

Note: Totals may not be exact due to rounding. Includes impacts associated with private and non-profit entities in Berkeley's creative economy.

* "All Other Taxes" for the creative economy include Business License Taxes, Utility Users Taxes, Cannabis Taxes, and other smaller categories. For the City's total General Fund, this category also includes revenues not meaningfully generated by creative economy activity, such as Vehicle License Fees, Ambulance Fees, Interest Income, Franchise Fees, Indirect Cost Reimbursements, and Transfers.

Source: IMPLAN, City of Berkeley, CVL Economics.

SUPPORT FOR REGIONAL SYSTEMS THAT RETURN VALUE LOCALLY

Beyond the direct benefit to Berkeley residents through City revenues, the tax dollars generated by Berkeley's creative economy for county and state jurisdictions also strengthen the regional and statewide system that Berkeley's population depends on.

In 2024, Berkeley's creative economy generated $14.3 million in Alameda and Contra Costa County revenues (most is appropriated through Alameda County since that is where Berkeley activity is directly located) and $74.6 million in state revenues (Figure 21). County revenues flow into systems that the City does not operate directly, but that are critical for residents, including public health programs, social services, elections, courts, and jails. State revenues, meanwhile, are collected through income, sales, and corporate taxes and deposited into California's General Fund, which supports K–12 and higher education (the State General Fund is the largest source of public support for UC Berkeley), Medi-Cal, and other health programs. Though administered at the county and state levels, these dollars cycle back to Berkeley by funding schools, public universities, healthcare access, and regional services that residents use every day.

FIGURE 21: COUNTY AND STATE TAX REVENUE GENERATED BY BERKELEY'S CREATIVE ECONOMY | 2024

SOURCE OF REVENUE	REVENUE FOR ALAMEDA & CONTRA COSTA COUNTIES	REVENUE FOR THE STATE OF CALIFORNIA
STATE OF CALIFORNIA	-	$25.5 Million
PROPERTY TAX	$12.3 Million	
SALES TAX	$0.6 Million	$25.6 Million
CORPORATE TAX	-	$14.2 Million
OTHER TAX	$1.4 Million	$9.3 Million
TOTAL TAX REVENUE	**$14.3 Million**	**$74.6 Million**

Note: Totals may not be exact due to rounding. Includes impacts associated with private and non-profit entities in Berkeley's creative economy.

Source: IMPLAN, CVL Economics.



RETURN ON INVESTMENT

The City of Berkeley provides grant funding to arts and culture organizations, festivals, and individuals through its robust Civic Arts Grant Program, established in 1991.

The Civic Arts Grant Program aims to strengthen Berkeley's arts ecosystem by directly supporting individual artists, organizations, and festivals that expand cultural access, foster equity and inclusion, and contribute to the city's creative vitality and economic vibrancy.[12]

Over the past decade, the program has expanded significantly in scale, with annual direct investment increasing from $230,000 in fiscal year (FY) 2016 to approximately $700,000 annually since FY2022 (Figure 22).[13] Funding is distributed across three primary categories: Individual Artist Project Grants, Community Festival Grants, and General Operating Support for arts organizations.

12 For more information, visit the City of Berkeley's Civic Arts Grants page: https://berkeleyca.gov/community-recreation/civic-arts/civic-arts-grants.

13 City of Berkeley, *Civic Arts Grants Program – Improved Practices & Community Impact* (Work Session Item 01), March 21, 2023, https://berkeleyca.gov/sites/default/files/documents/2023-03-21%20WS%20Item%2001%20Civic%20Arts%20Grants%20Program.pdf.

FIGURE 22: BERKELEY CIVIC ARTS GRANTS ALLOCATIONS | FY2016–FY 2024

FISCAL YEAR	TOTAL GRANT AMOUNT AWARDED	NUMBER OF GRANTS	AVERAGE GRANT SIZE
FY2016	$229,100	53	$4,323
FY2017	$378,848	56	$6,765
FY2018	$497,510	61	$8,156
FY2019	$500,000	63	$7,937
FY2020	$650,199	90	$7,224
FY2021	$579,493	94	$6,165
FY2022	$714,470	104	$6,870
FY2023	$696,996	114	$6,114
FY2024	$698,782	97	$7,204

Source: City of Berkeley, CVL Economics.

In FY 2024, the City of Berkeley awarded $698,782 in Civic Arts Grants to 55 arts and culture organizations, 31 community festivals, and 11 individual artist projects (97 grants total).[14] This investment sustains year-round organizational programming in Berkeley, supports artists' livelihoods, and improves community access to diverse cultural experiences. To provide a better sense of the significance of this support, we estimate the City's return on investment using the following process outlined below.

In 2024, the organizations and festivals receiving Civic Arts Grants reported a combined operating revenue of $131 million. CVL Economics estimated the total operating revenue of grantee organizations by compiling financial data from the IRS Exempt Organizations Business Master File. For festivals, revenue was attributed to the organizing entity (unless the festival was an entity itself); in some cases, the same organization received both a grant for its annual programming and a separate grant to support a festival it manages. In aggregate, however, these awards represent funding to a single entity, and the reported revenues reflect the full scope of that organization's operations.

While most revenue data was available through IRS tax filings, there were a few data gaps in organizational revenue availability. Adjustments were made where necessary—for example, nonprofits with annual revenues under $50,000 are not required to submit total revenue figures to the IRS, and CVL Economics developed reasonable estimates recognizing the relatively small scale of these entities. In a few cases where 2024 revenue data was not yet available, 2023 filings were used as a proxy to ensure consistency across the analysis. In addition, in 2024 the program distributed $44,000 in project grants to individual artists, functioning as direct income in exchange for their creative work.

When accounting for both direct activity and the broader ripple effects across the local economy, **these organizations and individuals that received grants from the City of Berkeley together generated $137.4 million in economic activity within the City of Berkeley.** This estimate was developed using IMPLAN input–output modeling, capturing not only the direct contributions of grantees and their employees, but also the supply chain effects on local vendors, contractors, and service providers, along with the induced spending of households supported by arts-related jobs. In other words, every $1 of Civic Arts Grant funding supported nearly $197 in total economic activity across the City of Berkeley. Overall, the City's investments supported about 7.5% of the total economic activity generated by its creative economy.

14 City of Berkeley, Fiscal Year 2024 Civic Arts Grant Awards (Information Calendar), October 10, 2023, https://berkeleyca.gov/sites/default/files/documents/2023-10-10%20Item%2015%20Fiscal%20Year%202024%20Civic%20Arts%20Grant.pdf.

PUBLIC ART PROGRAM AND PANDEMIC RELIEF AND RECOVERY GRANTS

In addition to its Civic Arts Grants program, the City of Berkeley provides substantial support for the local creative economy through its Public Art Program. Unlike the Civic Arts Grants, which are allocated annually from the City's General Fund, Public Art funding is generated primarily through Berkeley's Public Art ordinances, which dedicate a portion of capital project budgets to commissioning, installing, and maintaining public artworks, as well as through in-lieu fees paid by private developers who opt to contribute funds rather than install art on their buildings. This structure means that funding levels are driven by the scale and timing of both municipal capital projects and private development activity, both of which can be cyclical, rather than a fixed appropriation. Because these allocations are tied to specific artworks and capital improvements—rather than to flexible operating support—they are not included in the ROI analysis, which focuses on General Fund dollars that flow directly into organizational capacity and community programming.

Public Art Program expenditures nevertheless represent a meaningful municipal investment in Berkeley's cultural landscape. Over the past five fiscal years, annual expenses have ranged from $276,656 in FY21 to nearly $923,475 in FY23. The spike in FY23 reflects one-time allocations from the City's T1 Infrastructure and Facilities Bond,[15] which funded new public art commissions and conservation projects in conjunction with broader civic improvements. More recent spending totaled $407,212 in FY24 and $624,035 in FY25.[16] The City maintains a digital catalog of its public art collection, including an interactive map that allows residents and visitors to explore artworks across the community.[17]

Furthermore, in rapid response to the widespread impacts of the COVID-19 pandemic on the local arts and culture sector, **the City of Berkeley awarded more than $3 million in emergency relief and recovery grants between 2020 and 2022.** This included $2.5 million to 88 arts and culture organizations and over $520,000 to 193 individual artists. Although these were one-time allocations, they were extraordinary in scale and helped many organizations withstand the most difficult periods of pandemic shutdowns. **Every $1 of the City's emergency investments spurred by the pandemic leveraged at least $5.64 in sustained arts and culture economic activity that might otherwise have been lost entirely.**[18] The impacts of these investments are detailed in the companion report (published concurrently), entitled *Assessment of Berkeley Arts & Culture Pandemic Relief and Recovery Funding.*



15 City of Berkeley, Measure T1: Infrastructure and Facilities Bond, https://berkeleyca.gov/your-government/our-work/bond-revenue-measures/measure-t1.

16 Jennifer Lovvorn, Chief Cultural Affairs Officer at City of Berkeley, email to CVL Economics, September 26, 2025.

17 City of Berkeley, City of Berkeley Public Art Collection, https://www.artworkarchive.com/profile/civicartscollection/portfolio.

18 City of Berkeley, Assessment of Berkeley Arts & Culture Pandemic Relief and Recovery Funding, prepared by CVL Economics, October 2025.





FINAL CONSIDERATIONS

PRE-PANDEMIC MOMENTUM LOST

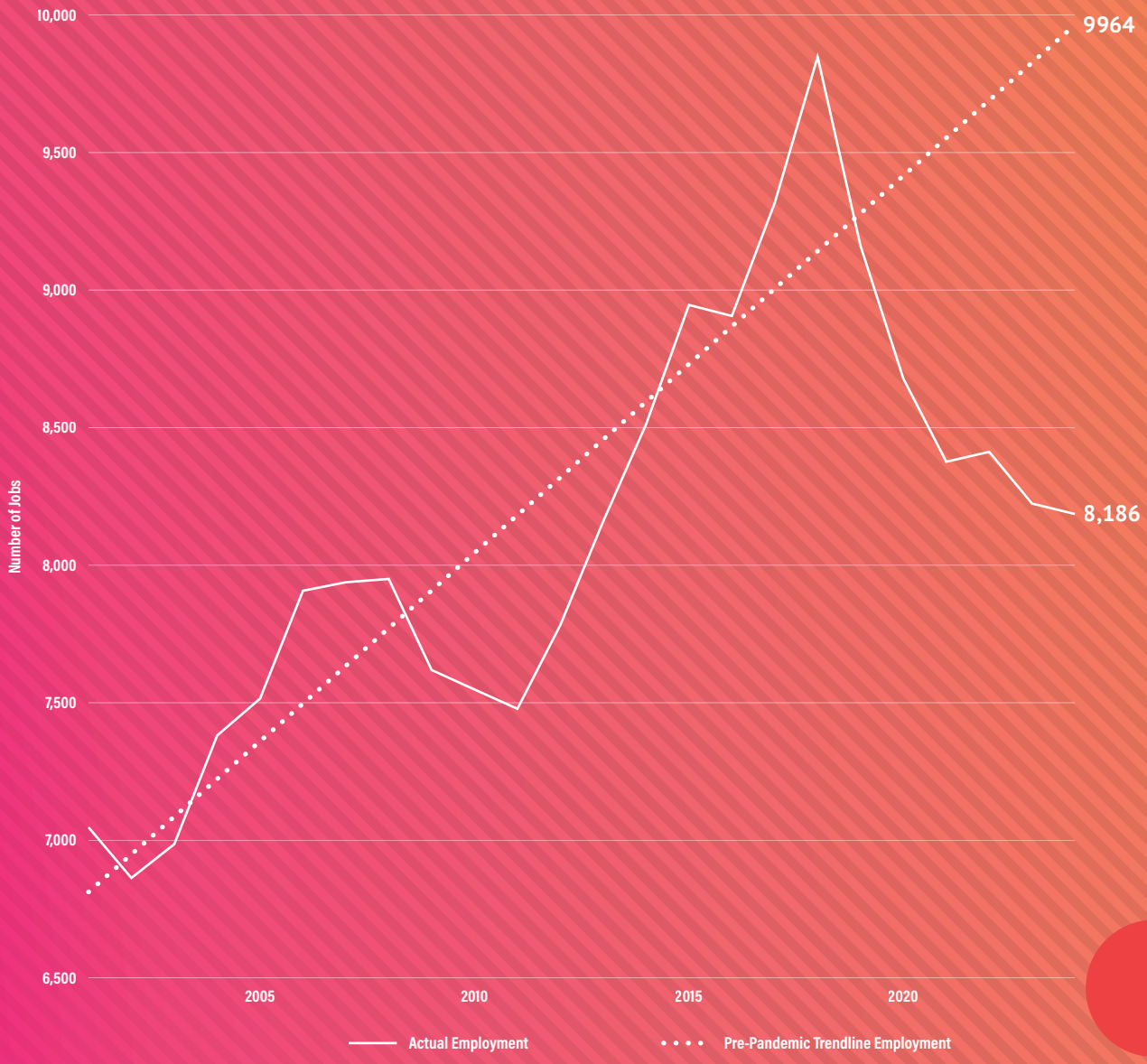
While the creative economy in Berkeley delivers significant impacts today, it is important to recognize the strength and momentum the sector had prior to the pandemic. In 2018, creative employment in Berkeley had climbed to a peak of nearly 9,850 jobs—growth that not only outpaced overall citywide employment, but also exceeded the expansion of creative sectors in neighboring regions. That momentum was abruptly halted when the pandemic hit. The shutdown of 2020 erased all of the gains built over the previous decade; today, Berkeley's creative sector sits 17% below its 2018 peak and is aligned with employment levels experienced in 2013.

What had long been one of Berkeley's greatest cultural strengths—its concentration of live performance venues and nonprofit arts organizations—quickly became a vulnerability when in-person gatherings were deemed unsafe. Live theater, music, and dance were among the first to close and the last to return, severing both earned and ancillary revenue streams. This challenge was compounded by Berkeley's high proportion of nonprofit organizations, which made the sector particularly reliant on philanthropic and public funding sources. As emergency relief and federal grant programs have wound down, many of these funding streams have diminished, leaving organizations with fewer resources to sustain operations.

Unlike other industries that have since rebounded, Berkeley's creative economy has continued to decline year after year, leaving a widening gap between its current scale and the trajectory it was once on. Its strength in live performance—one of the sectors hardest hit by shutdowns and slowest to recover—made the creative economy especially vulnerable, while reliance on gig work, high local costs, and cautious audiences further compound the challenges.

The divergence between actual outcomes and the projected pre-pandemic trend highlights what has been lost, including nearly 1,800 more jobs than what was observed in 2024 (Figure 23). Those unrealized jobs represent more than just employment—they translate into lost wages, reduced household spending, and diminished tax revenues. If the pre-pandemic trajectory had held, Berkeley's creative economy would not only employ more people, but also generate higher levels of labor income and value added (contributions to the City's gross regional product) than currently measured citywide.

FIGURE 23: ACTUAL CREATIVE ECONOMY EMPLOYMENT VS. PRE-PANDEMIC TRENDLINE IN BERKELEY



Source: U.S. Census Bureau, U.S. Bureau of Labor Statistics, Lightcast, CVL Economics.

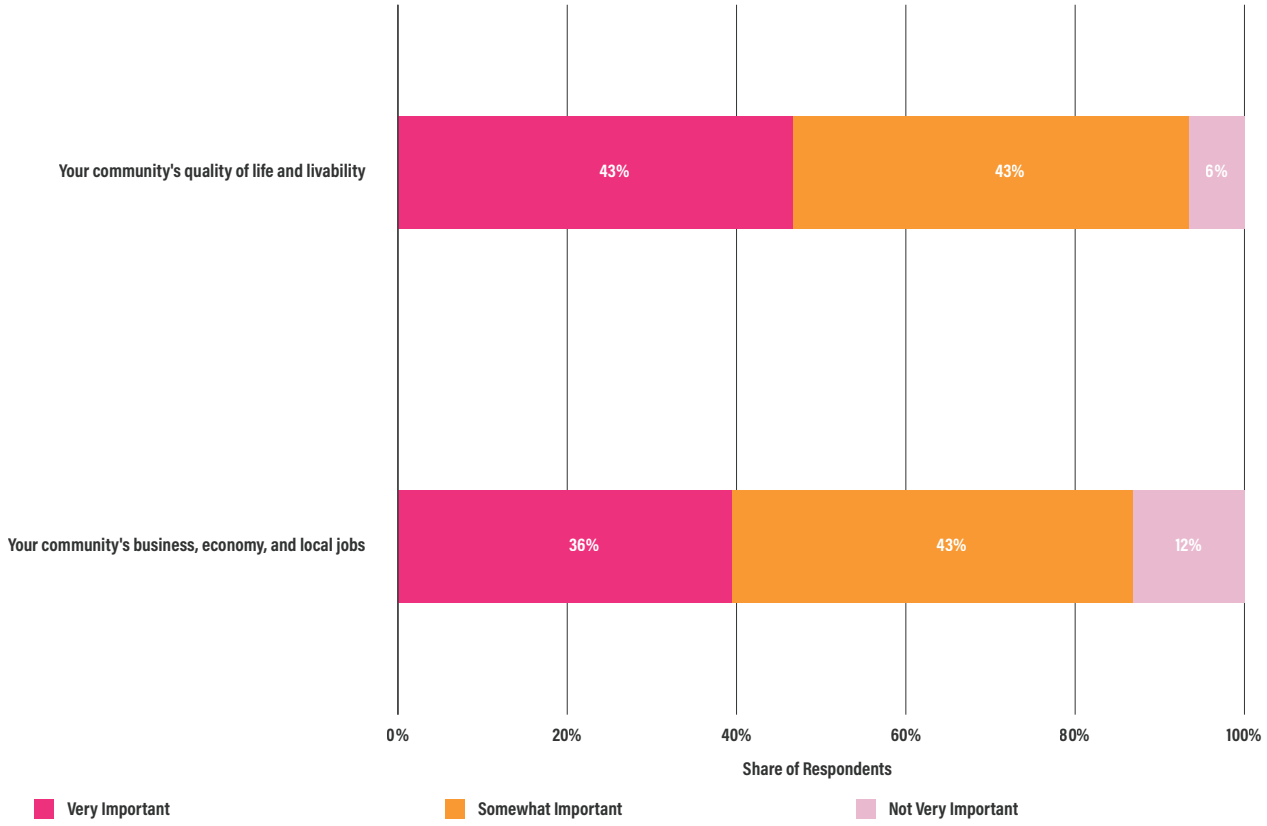
ARTS AND CULTURE AS ENGINES OF ECONOMIC VITALITY

Beyond the numbers, the creative economy plays a central role in shaping Berkeley's identity, quality of life, and appeal as a place to live and work. A strong creative sector enriches the city with performances, festivals, cultural institutions, and design-driven businesses that make Berkeley distinctive within the Bay Area and attractive to both residents and employers.

This connection between creativity and community wellbeing is not unique to Berkeley—it reflects a broader national understanding of the arts' role in civic life. A 2023 nationwide survey conducted by Americans for the Arts reveals that a vast majority of Americans share this view: 86% agreed that arts and culture are important to their community's overall quality of life and livability, and 79% affirmed the importance of arts and culture to supporting local businesses, the economy, and jobs (Figure 24).[19]

FIGURE 24: PUBLIC PERCEPTIONS OF THE ROLE OF ARTS AND CULTURE IN COMMUNITY WELLBEING IN THE U.S.

How important, if at all, do you think having arts and culture are to...



Source: Americans for the Arts.

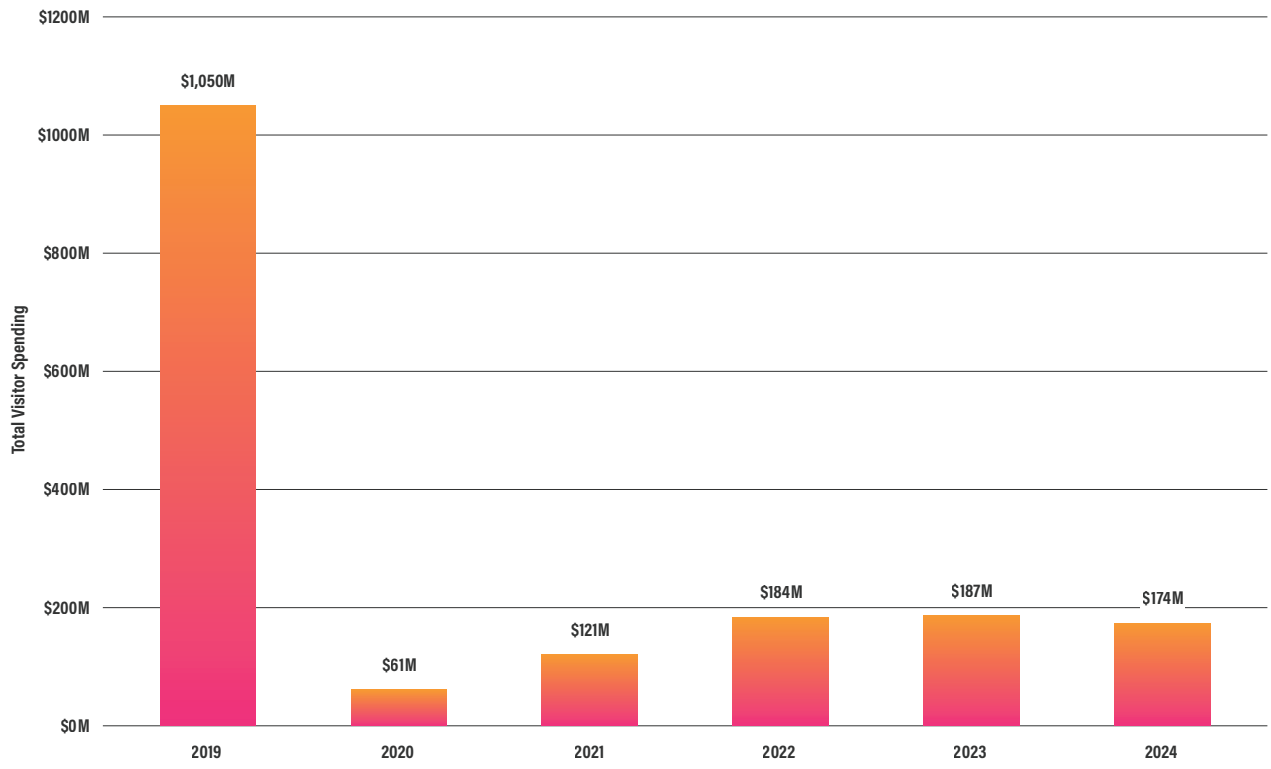
19 Americans for the Arts, Americans Speak Out About the Arts: An In-Depth Look at Public Perceptions and Attitudes About Arts & Culture in America in 2023, December 2024. https://www.americansforthearts.org/sites/default/files/AFTA_2023_Public%20Opinion%20Study_FINAL_12.4.24.pdf

The significance of arts and culture extends directly to the vitality of downtowns and commercial districts. Cultural venues—such as theaters, galleries, and music spaces—serve as anchors that drive foot traffic, activate public spaces, and generate demand for nearby restaurants, bars, and retail establishments. These dynamics not only support small businesses but also contribute to perceptions of safety and livability by ensuring that public areas remain active and inviting across a range of hours and days of the week. Investments in arts and culture have proven to be catalysts for broader downtown revitalization, sparking further private investment and creating a multiplier effect that benefits the entire local economy.

Berkeley itself has long recognized this connection. The establishment of the Downtown Arts District along Addison Street in the 1990s and early 2000s was a deliberate recognition of arts and culture's role in economic development as the city faced an 18% ground-floor vacancy rate downtown.[20] By clustering cultural venues along Addison Street and leveraging relatively modest public investment into tens of millions in private dollars, Berkeley transformed a struggling downtown corridor into a vibrant destination that continues to anchor the city's economic and cultural identity.

Berkeley's recent downward trends underscore what is at stake, threatening to erode the progress built from the 1990s through 2020. Visitor spending in the city fell from over $1 billion in 2019 to just $174 million in 2024 (Figure 25), while the Downtown Berkeley commercial vacancy rate (including office and retail spaces) sat at nearly 11% in 2024, more than double pre-pandemic levels in 2019 (Figure 26). Office vacancies have driven much of this increase as remote work has become more prevalent, but ground floor retail and restaurant spaces have also struggled.

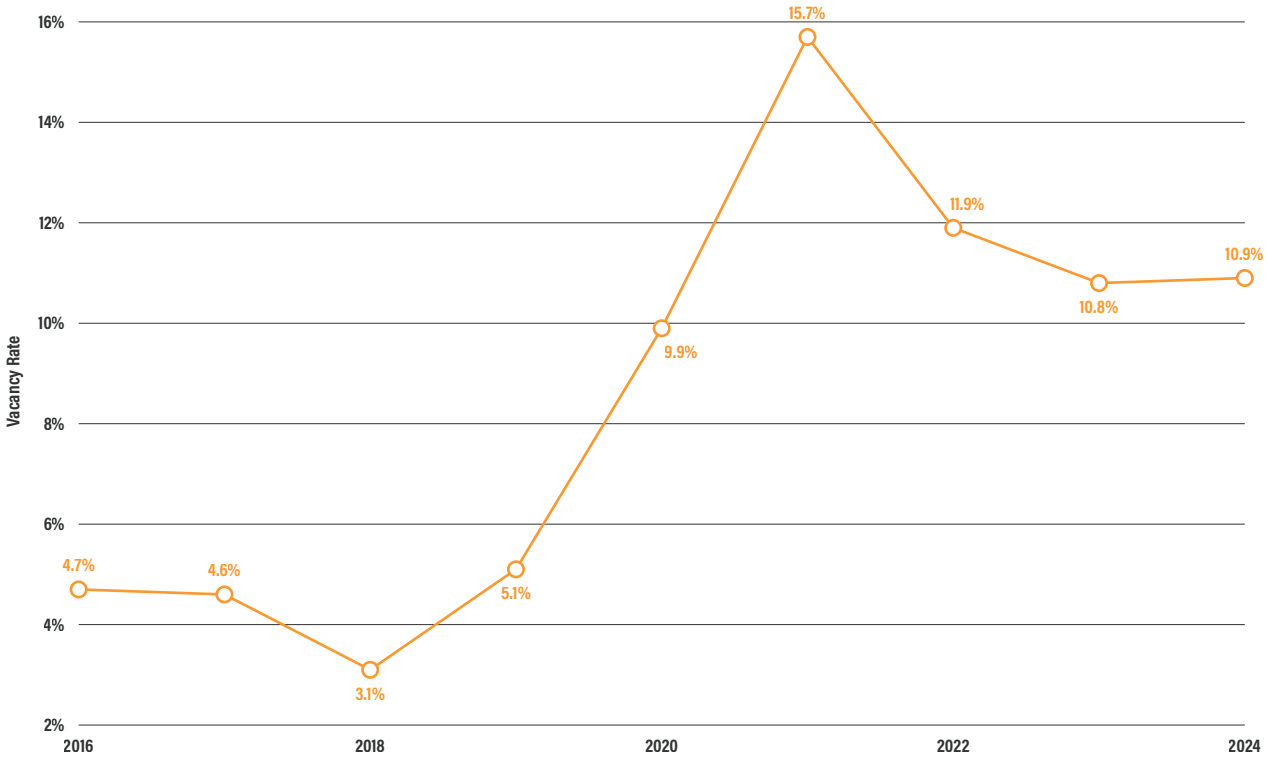
FIGURE 25: TOTAL SPENDING BY VISITORS TO BERKELEY | 2019–2024



Source: Visit Berkeley, Placer.ai, CVL Economics.

20 City of Berkeley, Arts as Economic Development, presented by M. Caplan at the U.S. Mayors Innovation Conference, August 2016. Available online: https://berkeleyca.gov/sites/default/files/2022-02/ArtsDistrict_Panel_CoB_8.27.2016.pdf.

FIGURE 26: DOWNTOWN BERKELEY GROUNDFLOOR COMMERCIAL VACANCY RATE | 2016–2024



Note: Includes office and retail properties.
Source: City of Berkeley Office of Economic Development, CVL Economics.

These findings can help shape practical solutions for Berkeley's long-term recovery and the resilience of its diverse economy. As work continues to shift from traditional 9 to 5 office schedules to flexible, remote arrangements, the daytime worker presence that once sustained downtown retail, hospitality, and cultural activity has diminished. The outmigration of higher-wage workers to places with lower costs of living has left central business districts in Bay Area downtowns more vulnerable to shrinking audiences and weaker engagement with arts and culture.

Revitalizing downtown does not mean reverting to pre-pandemic models. To counter falling visitor spending and rising vacancies, Berkeley must reimagine how investment in the creative economy can drive renewal. Orienting economic development around the creative and nighttime economies is one of the most effective strategies for sparking new energy, with efforts focused on leveraging existing arts, culture, and entertainment amenities to attract residents and visitors alike. Sustaining and growing Berkeley's creative economy—especially its artists, arts organizations, and festivals—is essential to preserving the qualities that make the city a place where people want to live, work, and visit.

APPENDIX

A.1: CREATIVE ECONOMY INDUSTRY CLASSIFICATION CODES

To ensure clarity and comparability, the definition of the creative economy is grounded in the North American Industry Classification System (NAICS), the federal standard used by the Bureau of Labor Statistics and Bureau of Economic Analysis. Using NAICS codes allows us to map creative industries consistently across geographies over time, and to model their economic contributions. While no single code fully captures the breadth of the creative economy, assembling a curated set of codes provides a robust picture of the industry.

FIGURE A.1 CREATIVE ECONOMY INDUSTRY CLASSIFICATION CODES

INDUSTRY CATEGORY AND DESCRIPTION	NAICS
ARCHITECTURE & DESIGN	
Ornamental and Architectural Metal Work Manufacturing	332323
Architectural Services	541310
Landscape Architectural Services	541320
Drafting Services	541340
Interior Design Services	541410
Industrial Design Services	541420
COMMUNICATION DESIGN	
Graphic Design Services	541430
Advertising Agencies	541810
Photography Studios, Portrait	541921
Commercial Photography	541922
ENTERTAINMENT & DIGITAL MEDIA	
Motion Picture and Video Production	512110
Motion Picture and Video Distribution	512120
Teleproduction and Other Postproduction Services	512191
Sound Recording Studios	512240
Software Publishers	513210
Radio Broadcasting Stations	516110
Television Broadcasting Stations	516120
Media Streaming Distribution Services, Social Networks, Other Media Networks and Content Providers	516210

INDUSTRY CATEGORY AND DESCRIPTION	NAICS
FASHION	
Fiber, Yarn, and Thread Mills	313110
Broadwoven Fabric Mills	313210
Narrow Fabric Mills and Schiffli Machine Embroidery	313220
Nonwoven Fabric Mills	313230
Knit Fabric Mills	313240
Textile and Fabric Finishing Mills	313310
Fabric Coating Mills	313320
Apparel Knitting Mills	315120
Cut and Sew Apparel Contractors	315210
Cut and Sew Apparel Manufacturing (except Contractors)	315250
Apparel Accessories and Other Apparel Manufacturing	315990
Footwear Manufacturing	316210
Other Leather and Allied Product Manufacturing	316990
Toilet Preparation Manufacturing	325620
Jewelry and Silverware Manufacturing	339910
Jewelry, Watch, Precious Stone, and Precious Metal Merchant Wholesalers	423940
Piece Goods, Notions, and Other Dry Goods Merchant Wholesalers	424310
Footwear Merchant Wholesalers	424340
Clothing and Clothing Accessories Merchant Wholesalers	424350
Other Specialized Design Services	541490
FINE ARTS SCHOOLS	
Fine Arts Schools	611610
FURNITURE, TOYS & DECORATIVE ARTS	
Carpet and Rug Mills	314110
Curtain and Linen Mills	314120
Textile Bag and Canvas Mills	314910
Rope, Cordage, Twine, Tire Cord, and Tire Fabric Mills	314994
All Other Miscellaneous Textile Product Mills	314999
Pottery, Ceramics, and Plumbing Fixture Manufacturing	327110
Other Pressed and Blown Glass and Glassware Manufacturing	327212
All Other Miscellaneous Nonmetallic Mineral Product Manufacturing	327999
Wood Kitchen Cabinet and Countertop Manufacturing	337110
Upholstered Household Furniture Manufacturing	337121
Nonupholstered Wood Household Furniture Manufacturing	337122
Household Furniture (except Wood and Upholstered) Manufacturing	337126
Institutional Furniture Manufacturing	337127

INDUSTRY CATEGORY AND DESCRIPTION	NAICS
Wood Office Furniture Manufacturing	337211
Custom Architectural Woodwork and Millwork Manufacturing	337212
Office Furniture (except Wood) Manufacturing	337214
Showcase, Partition, Shelving, and Locker Manufacturing	337215
Mattress Manufacturing	337910
Blind and Shade Manufacturing	337920
Doll, Toy, and Game Manufacturing	339930
Furniture Merchant Wholesalers	423210
Home Furnishing Merchant Wholesalers	423220
Toy and Hobby Goods and Supplies Merchant Wholesalers	423920
PUBLISHING & PRINTING	
Commercial Printing (except Screen and Books)	323111
Commercial Screen Printing	323113
Books Printing	323117
Support Activities for Printing	323120
Book, Periodical, and Newspaper Merchant Wholesalers	424920
Newspaper Publishers	513110
Periodical Publishers	513120
Book Publishers	513130
Directory and Mailing List Publishers	513140
Greeting Card Publishers	513191
All Other Publishers	513199
Libraries and Archives	519210
VISUAL & PERFORMING ARTS	
Musical Instrument Manufacturing	339992
Art Dealers	459920
Theater Companies and Dinner Theaters	711110
Dance Companies	711120
Musical Groups and Artists	711130
Other Performing Arts Companies	711190
Agents and Managers for Artists, Athletes, Entertainers, and Other Public Figures	711410
Independent Artists, Writers, and Performers	711510
Museums	712110

*Note: In addition to the NAICS codes used to define Visual & Performing Arts, employment figures were adjusted to include three major arts and culture institutions at University of California, Berkeley, that would otherwise fall under the broader "colleges and universities" classification: Cal Performances, the Greek Theatre, and the Berkeley Art Museum and Pacific Film Archive. Employment data was provided by these entities directly.

A.2: BERKELEY BUSINESS COUNT METHODOLOGY

Data on Total Businesses is sourced from the City of Berkeley Active Business License (BL) dataset. Total Nonprofit data is sourced from the Internal Revenue Service Tax-Exempt Organizations Business Masterfile (IRS EO BMF).

Total Business Count

The BL file provides the most comprehensive and locally specific inventory of business establishments available, capturing sole proprietorships, small enterprises, and other entities that are often excluded from federal datasets. While we know the BL file omits some arts organizations noted above, the reported total of 12,783 businesses is likely only a modest undercount. Even with this limitation, the BL dataset remains the most robust and locally accurate source for understanding the full scope of business activity in the city.

We benchmark the BL dataset against two other common sources for business counts: the U.S. Census Bureau County Business Patterns (CBP), which captures only employer establishments with payroll (and thus undercounts small nonprofits) and carries a 2-year reporting lag; and the U.S. Bureau of Labor Statistics (BLS) Quarterly Census of Employment and Wages (QCEW), which provides establishment counts for payroll businesses at the county, metropolitan statistical area (MSA), and state levels (Figure A.2.2).

FIGURE A.2.1 TOTAL BUSINESS COUNT CROSS-REFERENCES IN BERKELEY

SOURCE	REGION	TOTAL BUSINESSES	TOTAL ARTS & CULTURE BUSINESSES
Berkeley Active BLs (2025)	Berkeley	12,783	650
CBP Establishments (2023)	Berkeley	4,279	139
QCEW Establishments (2024)	Alameda County*	71,737	2,335

*For reference, Berkeley employment accounts for about 10% of total Alameda County employment.

Nonprofit Organization Count

The IRS EO BMF is a national database of organizations recognized as tax-exempt under section 501(c) of the Internal Revenue Code. This dataset is updated monthly and serves as the most comprehensive listing of nonprofit entities in the U.S. It includes key information such as Employer Identification Number (EIN), ruling date, subsection designation, filing status, and industry. For analytic purposes, the IRS dataset is widely used to benchmark the size and scope of the nonprofit sector because it applies consistent classification standards across jurisdictions and time periods. For this analysis, arts-related nonprofits were identified using National Taxonomy of Exempt Entities (NTEE) codes in the "A" category (Arts, Culture, and Humanities), which map onto the industry NAICS codes used to define the creative economy.

CVL Economics uses the IRS file for nonprofit counts. The Berkeley BL dataset lists only 63 arts and culture nonprofits, which is a smaller number than what is present in the IRS findings. For example, several organizations known to be operational in Berkeley are not listed in the BL spreadsheet. In addition, the 2017 Arts and Culture Plan Update 2018–2027 indicates 152 arts nonprofits in Berkeley. In this context, the IRS count of 193 arts and culture nonprofits appears most consistent with the broader evidence presented in the table below (Figure A.2.2).

FIGURE A.2.2 NONPROFIT COUNT CROSS-REFERENCES IN BERKELEY

SOURCE	TOTAL NONPROFITS	TOTAL ARTS & CULTURE NONPROFITS
IRS Tax-Exempt Organization Masterfile (2025)	1,407	193
City of Berkeley Active Business Licenses (2025)	634	63
City of Berkeley Internal Compiled Arts & Culture Organization List (2025)*	n/a	187
Arts and Culture Plan Update - Economic Impact Report of the Arts in Berkeley (2017)**	n/a	152
City of Berkeley Pandemic Relief and Recovery Grant Recipients (2025)***	n/a	71

* An internal list of organizations compiled by the City of Berkeley that includes those listed in the City internal database (such as the Civic Arts Operating Grant program), organizations compiled by Visit Berkeley, and members of the Berkeley Cultural Trust.

** An economic impact report conducted in 2017 on the impact of Berkeley arts and culture nonprofit organizations, see section A.5 below.

***In 2020 and 2022, the City of Berkeley issued pandemic relief and recovery grants in response to the devastating toll of the COVID-19 pandemic. Grants were issued to 88 Berkeley-based nonprofit arts and culture organizations, of which 71 are still operating today.

Additional Data References on Berkeley's Arts and Culture Nonprofit Composition

Note that the methodology above estimates that 30% of creative economy businesses and 11% of total businesses (All Industries) are nonprofit organizations. To further benchmark this composition, we draw on the BLS Nonprofit Establishment Employment and Wage Estimates dataset. While that dataset is limited to state, county, or Metropolitan Statistical Area (MSA) geographies, offers limited NAICS detail, and the most recent data year is 2022, it supports benchmarking for the creative economy using NAICS 711 (Performing Arts)—Berkeley's largest creative sector. When we adjust the business-count methodology above to focus on Performing Arts (NAICS 711), about 28% of Berkeley's Performing Arts businesses are nonprofits. This is comparable to the shares shown in Figure A.2.3.

FIGURE A.2.3 BLS NONPROFIT ESTABLISHMENT EMPLOYMENT AND WAGE ESTIMATES (2022)

REGION	PERCENT TOTAL BUSINESSES NONPROFIT	PERCENT NAICS 711 BUSINESSES NONPROFIT	PERCENT TOTAL EMPLOYMENT NONPROFIT	PERCENT NAICS 711 EMPLOYMENT NONPROFIT
Alameda County	4%	22%	9%	25.1%
Bay Area MSA	4%	23%	9%	36.8%
California	2%	4%	8%	15.8%

Methodology Considerations

IRS nonprofit filings and City active business licenses are based on different reporting systems. IRS counts reflect the number of federally recognized nonprofit entities, whereas business license data reflects locally registered operations. The IRS EO BMF dataset is therefore a more standardized and comprehensive source for counting nonprofit organizations because it captures all federally recognized tax-exempt entities, regardless of local business-license status.

Some nonprofits may not appear in City records due to reporting gaps, classification issues, or exemptions from local registration requirements, yet they will still appear in the IRS file as long as their tax-exempt status is active. For measuring the nonprofit landscape—especially for standardization and comparisons across jurisdictions and time periods—the IRS dataset is the most reliable count, while City BL data remains valuable for the broader local business context. Although these measures are not perfectly interchangeable, together they provide useful benchmarks on the scale and structure of the City of Berkeley's creative economy.

A.3: CREATIVE ECONOMY EMPLOYMENT DOCUMENTATION

Measuring employment in the creative economy requires going beyond traditional payroll data sources. Standard datasets, such as the U.S. Bureau of Labor Statistics Quarterly Census of Employment and Wages (QCEW), provide a solid baseline for tracking salaried jobs, but they capture only part of the picture. Creative work often falls outside of conventional salaried employer–employee arrangements, relying instead on independent contracting, self-employment, and gig labor. To produce a more accurate account of the sector, our analysis incorporates multiple employment categories, each drawn from established federal datasets that are widely used in labor market research and economic modeling.

Salaried Jobs: QCEW is the most widely used dataset for measuring local employment. It is based on administrative records from unemployment insurance (UI) programs, which employers are legally required to file for most payroll workers. Additional salaried employment is derived from administrative and statistical adjustments that capture payroll jobs not covered by UI programs. These include W-2 employees at organizations exempt from UI reporting requirements, such as certain small nonprofits, charitable or community-based organizations, and religious institutions.

- **Includes:** Full- and part-time payroll jobs.

Self-Employed Jobs: Measured using IRS tax filings (Schedule C income) and Bureau of Economic Analysis (BEA) data on proprietorships. Represents individuals whose primary income comes from operating their own business.

- **Includes:** Sole proprietors, freelancers, and independent contractors whose primary source of income is generated from their own enterprises.

Gig Jobs: Derived from the U.S. Census Bureau Nonemployer Statistics (NES) dataset and supplemented by BEA adjustments. Represents secondary or contingent forms of work where individuals may earn supplemental income through short-term, project-based, or part-time activities.

- **Includes:** Freelancers, independent contractors, and sole proprietors engaged in gig-style or occasional work. Often counted in addition to a primary payroll or self-employed job.

Together, these categories ensure that creative employment is not undercounted and that the analysis captures the full scale and impact of the creative workforce.

A.4: ECONOMIC IMPACT METHODOLOGY

The foundational step in quantifying the economic impact of Berkeley's creative economy is the identification of the appropriate sectors that comprise the core—or "direct"—components of the industry (see industry classification in Appendix A.1).

Economic data are reported using the standardized North American Industry Classification System (NAICS), which allows for consistency and comparability across datasets. No single NAICS code wholly encapsulates the creative economy. As a result, a curated list of relevant sectors was assembled.

The Industry Economic Accounts produced by the Bureau of Economic Analysis (BEA) are a key foundational data source for all input-output models. The BEA's tables provide a summary of how industries produce and consume commodities at the national level. The economic impact analysis in this report utilizes the industry-standard IMPLAN (Impact Analysis for Planning) software. IMPLAN is an input-output modeling system used to build economic models at various levels of geography. IMPLAN is widely used and recognized by government organizations, nonprofits, economic development organizations, workforce planners, education institutions, and consultants across the U.S. and Canada.

For this analysis, CVL Economics tailored the modeling framework specific to the creative economy to build an Input-Output (I-O) model to better account for market transactions, capture supply chains across regions, and more accurately estimate regional industry leakages. The impact analyses were estimated using a Multi-Regional Input-Output (MRIO) model, which expands upon the traditional I-O system to include various additional socioeconomic variables including sub-regional trade and income flows, commuting patterns, and household spending patterns between the City of Berkeley and the East Bay (Alameda and Contra Costa Counties).

Additionally, because Berkeley's creative economy comprises a significant portion of self-employed and gig workers, we adjusted the model to reflect the differences between these job structures. Salaried jobs typically generate greater and more stable economic impacts (through higher wages, benefits, and payroll taxes) while self-employed and gig work tends to involve lower and/or variable earnings and different tax treatment. By accounting for these differences, our model avoids overstating independent work while still recognizing its importance to the sector.

Within this framework, the following impacts are generated:

- **Direct effects** capture the employment, labor income, and value added generated by creative economy organizations and workers located in Berkeley.
- **Indirect effects** reflect the activity supported through the supply chain. IMPLAN estimates these based on regional purchasing patterns—how much, on average, businesses in a given sector spend on inputs from other industries within the study area.
- **Induced effects** reflect household spending by workers employed and supported by the creative industries. These are modeled from regional averages of consumer expenditure data (sourced from the Bureau of Labor Statistics' Consumer Expenditure Survey), adjusted to the income distribution of the study region.

A.5: DATA METHODOLOGY COMPARISONS TO 2017 ECONOMIC IMPACT REPORT

A previous economic impact report, the *Arts and Culture Plan Update — Economic Report of the Arts in Berkeley* (2017), provided the last benchmark for understanding the role of arts and culture in Berkeley's economy.[21] It is important to note that there are key differences between the methodology used in the 2017 analysis and this report, which means direct comparisons should be approached with caution. Notably, the 2017 study examined a sample of 100 nonprofit arts and culture organizations, while the current analysis covers the broader creative economy, including nonprofits, private firms, individual artists, and other creative enterprises.

The following distinctions should be noted regarding the results reported in Table 6 (on page 18) of the 2017 study. This analysis modeled nearly $98 million in annual spending from the 100 nonprofits as the basis of its analysis. This produced estimates of 3,606 full-time equivalent (FTE) workers, $80.8 million in labor income, and $3.8 million in local tax revenue (including both City and County). By contrast, this current report captures the entire creative economy, counting 8,186 jobs (not converted to FTEs), which helps explain the larger overall economic contribution CVL Economics presents in the current report's findings.

The methodology behind these calculations of economic and fiscal impact also differs. The 2017 study used the Arts & Economic Prosperity Calculator 5 (AEP5), developed by Americans for the Arts. AEP5 measures the economic impact of nonprofit arts and cultural activity through a standardized input–output modeling framework. It combines locally reported organizational expenditures with audience spending data collected through on-site surveys, and then applies pre-set IMPLAN multipliers to estimate jobs, income, and local and state tax revenues. While this approach ensures consistency across participating communities, the calculator does not allow for adjustments to the unique structure of each local economy.

In comparison, the current study is modeled directly within the IMPLAN system, enabling customization to Berkeley's unique economic profile, including its composition of for-profit and non-profit organizations. This approach not only captures direct activity within Berkeley but also provides a breakout of the indirect and induced effects that ripple through the local economy and the broader East Bay as creative organizations and workers purchase goods and services and circulate income. This customization also allows for greater City-level detail on fiscal impact reporting.

Finally, the 2017 report added estimates of attendee spending on top of the modeled impact results, since they were able to capture attendee spending for their total sample of 100 organizations, using the SMU DataArts Cultural Data Profile and additional survey outreach. To ensure a process that can be standardized, we used the same approach to calculate visitor spending, but we treat these figures separately rather than folding them into the overall creative economy totals, recognizing that they represent only a sample of the wider ecosystem in this study.

21 See the 2017 report here: https://berkeleyca.gov/sites/default/files/2022-02/Berkeley%20Arts%20Economic%20Impact%20Report.pdf

Berkeley Creative Economy Economic Impact Analysis

DECEMBER 2025

ACKNOWLEDGMENTS

This report was made possible through the leadership and support of the City of Berkeley, including the Office of Economic Development and its Civic Arts Program, the Civic Arts Commission, and Berkeley City Council, whose commitment to advancing the city's creative and cultural vitality guided this work. We also extend our appreciation to the many nonprofit arts and culture organizations, creative practitioners, and community stakeholders who generously contributed their time, insights, and experiences.

PREPARED BY:

CVL Economics is an economic consulting firm that takes a data-driven, human-centric approach to equitable development and sustainable growth. Founded in 2021, CVL Economics partners with communities, municipalities, organizations, and institutions to address today's most complex challenges and foster bold action. Coupling robust economic models with innovative research methodologies, we provide decision-makers with the actionable insights needed to effect change, expand opportunity, and improve economic well-being.



Assessment of Berkeley Arts & Culture Pandemic Relief and Recovery Funding

DECEMBER 2025



CVL ECONOMICS



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CONTEXT

Between 2020 and 2022, the City of Berkeley awarded over $3 million in emergency relief and recovery grants to arts and culture organizations and individual artists in Berkeley facing severe financial hardship during the COVID-19 pandemic.

As one of the first municipalities to mobilize comprehensive support for the cultural sector, Berkeley's intervention provides a unique case study in crisis response for arts ecosystems operating in high-cost environments. Drawing on financial data, organizational surveys, and demographic analyses, this assessment examines both the immediate stabilization effects and longer-term outcomes of the City's emergency relief and sustained recovery investments, offering evidence-based insights into the effectiveness of targeted cultural relief strategies and the fundamental challenges facing creative communities during periods of economic disruption.

When the COVID-19 pandemic brought the Bay Area to a standstill in March 2020, the region's vibrant arts and culture sector—from intimate theaters and galleries to community festivals and independent artists—faced an unprecedented crisis as venues shutdown, events were cancelled, and revenue streams vanished overnight. Recognizing the essential role of arts and culture in the city's identity and economy, the City of Berkeley quickly mobilized a series of emergency grant programs to support local artists, nonprofit organizations, and cultural institutions facing acute financial strain. Over the course of three years, the City awarded $2.5 million to 88 organizations and $523,089 to 193 individual artists and cultural workers (Figure 1).[1] The City directed resources with a focus on equity and accessibility to sustain creative work, preventing organizational closures and ensuring underrepresented communities remained at the center of recovery.

1 To view the original documentation for these grants, see City of Berkeley, "Business and Arts Organization Continuity Grant Awards" (Off Agenda Report), April 27, 2020, https://newspack-berkeleyside-cityside.s3.amazonaws.com/wp-content/uploads/2020/04/Business-and-Arts-Organization-Continuity-Grant-Programs-042720.docx-1.pdf; and City of Berkeley, "Civic Arts Grants Program—Improved Practices & Community Impact" (includes Berkeley Art Works Project and Berkeley Arts Recovery Grants,), March 21, 2023, https://berkeleyca.gov/sites/default/files/documents/2023-03-21%20WS%20Item%2001%20Civic%20Arts%20Grants%20Program.pdf.



Figure 1: Summary of Berkeley Pandemic Relief Funding Programs

	PROGRAM YEAR	NUMBER OF GRANTEES	AVERAGE GRANT AWARDED	RECIPIENT TYPE	TOTAL AMOUNT AWARDED
ARTS ORGANIZATION CONTINUITY GRANTS	2020	63	$15,151 organization	Nonprofit or fiscally-sponsored arts and culture organizations	$954,543
EAST BAY/OAKLAND RELIEF FUND FOR INDIVIDUALS IN THE ARTS*	2020	47	$1,372 per individual	Individual artists and arts workers	$64,500
BERKELEY ART WORKS PROJECT (BAWP)	2021	32	$5,698 per individual	Individual artists, performers, and community members	$182,339
BERKELEY ARTS RECOVERY GRANTS (BARG) FOR ARTS ORGANIZATIONS AND FESTIVALS	2022	74	$20,707 per organization	Nonprofit or fiscally-sponsored arts and culture organizations and festivals	$1,532,345
BERKELEY ARTS RECOVERY GRANTS (BARG) FOR ARTISTS AND CULTURAL PRACTITIONERS	2022	114	$2,423 per individual	Individual artists, culture bearers, teaching artists	$276,250
			Total Amount Awarded to Arts & Culture Individuals (2020-2022)		**$523,089**
			Total Amount Awarded to Arts & Culture Organizations (2020-2022)		**$2,486,888**
			Total Berkeley Pandemic Relief and Recovery Funding (2020-2022)		**$3,009,977**

* The East Bay/Oakland Relief Fund was a regional grant program administered by the Center for Cultural Innovation that provided grants to 515 artists and cultural workers across Alameda and Contra Costa counties. The table includes only the portion awarded to 47 individual Berkeley artist residents leveraged with City of Berkeley funds.

Source: City of Berkeley, CVL Economics.

These investments, totaling over $3 million, were extraordinary in scale. By comparison, the City's annual Civic Arts Grants program distributes nearly $700,000 to arts and culture organizations, festivals, and individuals in a typical year. The pandemic-era funding programs for arts and culture organizations and individuals granted more than $1 million in 2020 and over $1.8 million in 2022, more than doubling its Civic Arts Grants investment in a typical year. For many Berkeley organizations and individual artists, the pandemic relief and recovery programs were more than simply helpful—they meant the difference between shuttering permanently and surviving long enough to rebuild.

SCALE OF COVID-19 DISRUPTION

The COVID-19 pandemic resulted in a wave of regionally mandated closures that reshaped daily life and severely disrupted arts and cultural activity. Berkeley is just one of three cities in California that operates its own public health department separate from the county, with an independent Health Officer who has the authority to issue local health orders.[2] During the pandemic, this meant that while the City often issued orders in alignment with Alameda County, it also at times acted earlier, leaving city residents and businesses subject to mandates that on occasion differed from neighboring cities and counties.

On March 17, 2020, Berkeley joined Alameda County and five other Bay Area counties to issue shelter-in-place orders, two days before Governor Newsom's statewide order on March 19. Under these orders, residents were required to remain in their places of residence except to perform essential activities. All non-essential business—like retail, entertainment, cultural, and recreational facilities—had to close to the public. This marked the beginning of what would become one of the most disruptive periods of widespread closures and halted activity in recent history.

In this environment of sudden and prolonged shutdowns, the timing of Berkeley's pandemic support for arts organizations and individuals was especially critical (Figure 2). The first round of funding (Arts Organization Continuity Grants) for organizations distributed in May 2020 arrived at the height of shutdowns and, for many organizations, served as their first—and in some cases only—source of external aid. In parallel, the City also contributed to the East Bay/Oakland Relief Fund for Individuals in the Arts, a regional effort launched in May 2020 to provide direct cash assistance to artists and cultural workers. These local dollars often reached grantees before county, state, or federal relief programs such as the California Arts Council's Cultural Organizations Emergency Relief Fund, Shuttered Venue Operators Grants, Alameda County Arts Relief Grants, and the Paycheck Protection Program.

It wasn't until October 2020 that the City of Berkeley, along with Alameda County, cautiously began reopening a wider range of businesses and community spaces to the public under strict capacity limits. New health order protocols could now allow businesses like museums, galleries, personal care services, libraries, places of worship, restaurants, and movie theaters to operate indoors at 25% capacity. These steps marked the first time many cultural and social gathering spaces could invite the public back, albeit in highly restricted forms.

However, this momentum was short-lived. In December, a resurgence of COVID-19 cases strained intensive care unit capacity to below 15%, which in turn triggered a new regional stay-at-home order and the closure of nearly all indoor sectors across Berkeley and Alameda County once again. As cases eased in early 2021 and vaccines became widely available, cultural and recreational facilities were gradually permitted to return in stages: first at 25% capacity, then 50%, and by the spring of 2021 up to 75%. By May 2021, many museums, galleries, and other indoor spaces were operating under these expanded limits. It was not until June 15, 2021—fifteen months after the first shutdown—that nearly all restrictions were finally lifted, and businesses across California could fully reopen.

Recognizing the toll of lost work opportunities on local

[2] Sara Kassabian, "Berkeley is unusual in having its own public health division. How does that work during a pandemic?," Berkeleyside, April 15, 2020, https://www.berkeleyside.org/2020/04/15/berkeley-is-unusual-in-having-its-own-public-health-division-how-does-that-work-during-a-pandemic.



artists throughout this period, the City of Berkeley launched the Berkeley Arts Works Project (BAWP) in 2021, funded through the City's Cultural Trust Fund (Fund 148).[3] Modeled in spirit after the New Deal–era Works Progress Administration, which employed artists during the Great Depression to create public works, the program provided paid opportunities for artists, performers, and community members to produce temporary public artworks. These projects not only offered much needed income, but also fostered community healing by addressing themes of public health, resilience, and belonging at a time when many cultural venues were only beginning to reopen.

While the statewide June 2021 reopening marked a turning point for most cultural and recreational facilities, performing arts venues had endured some of the longest closures. Classified as among the highest-risk settings, they were the last to reopen, allowed to return only when the rest of the economy was cleared to resume operations. The Berkeley Repertory Theatre offers a vivid example of just how long the road back was for performing arts institutions. Despite the state's reopening in June, Berkeley Rep remained dark until November 12, 2021, when it finally welcomed audiences back with its production of Wintertime—a nearly 20-month closure from March 2020.

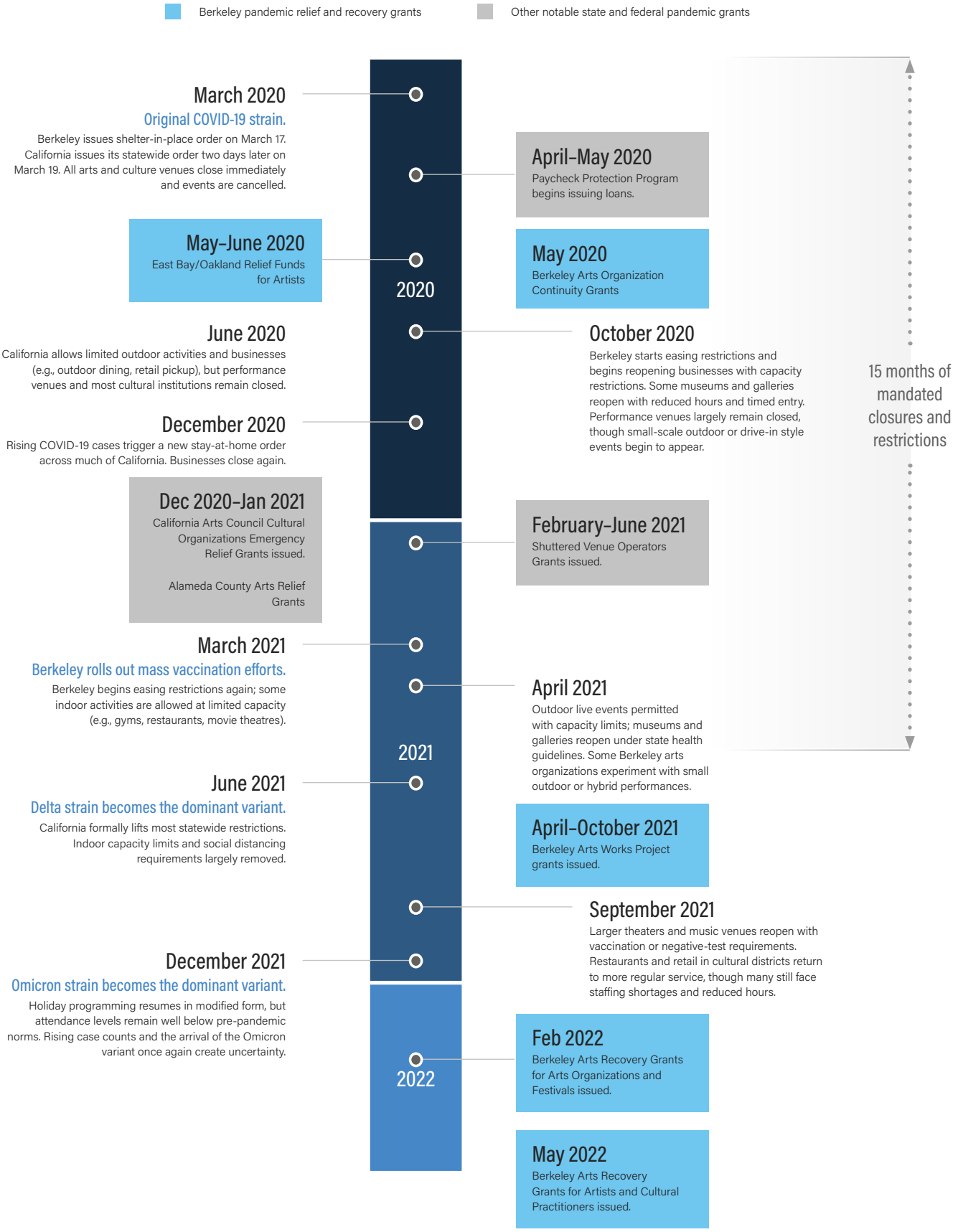
The City's next major rounds of recovery funding came through the Berkeley Arts Recovery Grants (BARG) two years later in 2022 (funded with American Rescue Plan Act dollars).[4] This program was available to both arts and culture organizations and individuals. The BARG program arrived at a moment when federal and state programs wound down and organizations were confronting new pressures: inflation, workforce shortages, and lower levels of consumer engagement that had not fully recovered since the pandemic.

Together, the launch of these programs over three years created a phased response that moved from emergency relief to longer-term recovery. This approach helped preserve Berkeley's cultural ecosystem and sustain its creative workforce during one of the most disruptive periods in recent history.

[3] The Cultural Trust Fund is a dedicated pool of City revenues that supports Berkeley's arts ecosystem through grants, public art, and cultural programming.

[4] The American Rescue Plan Act (ARPA), a $1.9 trillion federal stimulus package enacted in March 2021, provided local governments with flexible State and Local Fiscal Recovery Funds (SLFRF) to address public health and economic impacts of the pandemic, with a focus on disproportionately impacted communities. The City of Berkeley allocated a portion of these funds to support arts and culture organizations and individual cultural practitioners.

Figure 2: Timeline of COVID-19 Pandemic Relief & Recovery Grant Distribution

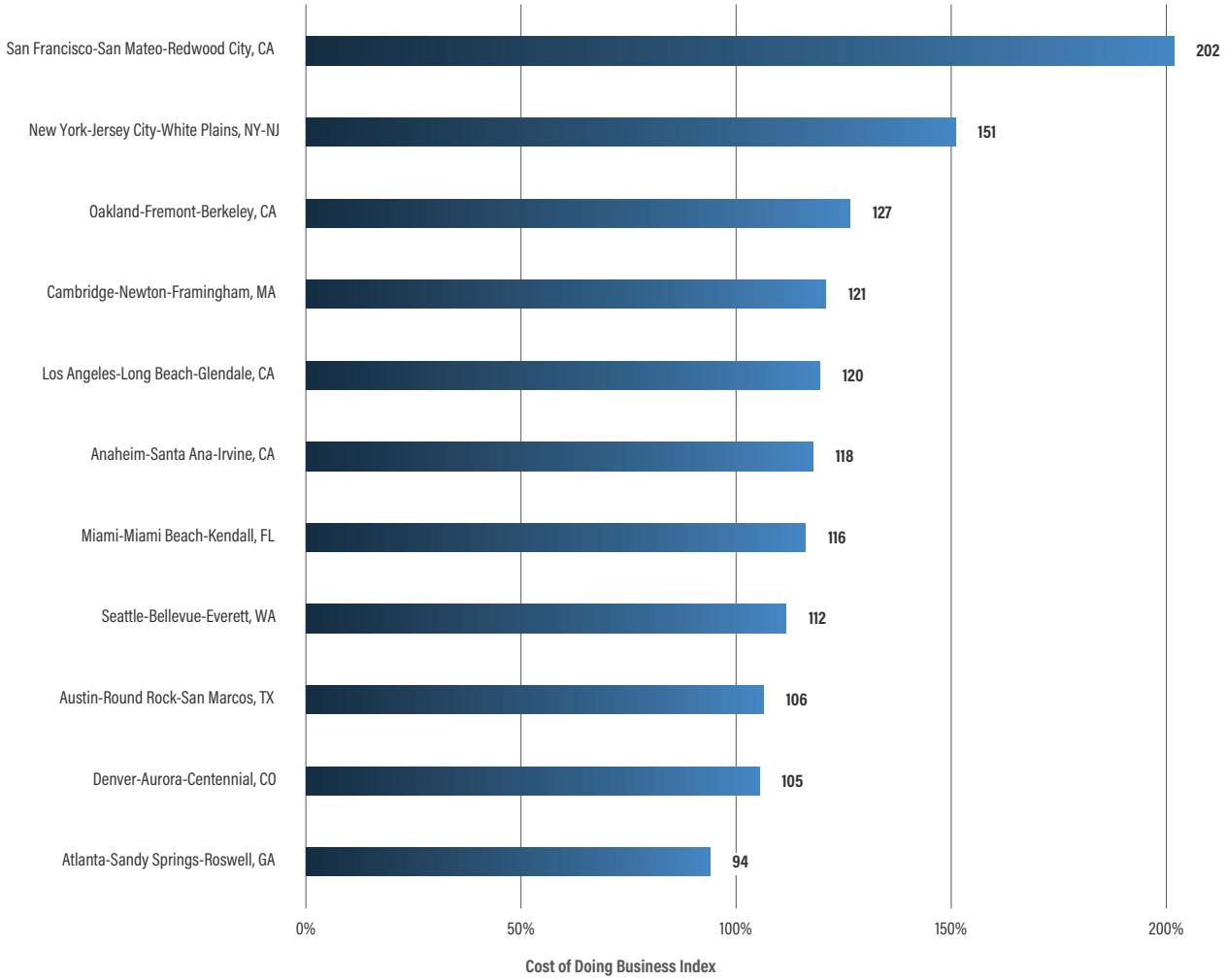


Source: CVL Economics.

At the same time, these prolonged closures exacerbated Berkeley's already exceptionally high-cost environment (Figure 3). The East Bay (comprising Alameda and Contra Costa counties, also known as the Oakland-Fremont-Berkeley metropolitan division) consistently ranks among the most expensive regions in the country—not just for households but also for employers. Berkeley arts and culture organizations must contend with some of the nation's highest commercial rents, utility costs, and taxes.

For nonprofit cultural organizations, the in-person experience is central to their survival. Earned income streams—such as ticket sales, performances, classes, festivals, gallery admissions, and space rentals—depend almost entirely on people gathering in shared physical spaces. When COVID-19 forced those spaces to close, the entire business model of many arts groups collapsed overnight. Unlike some industries that could pivot to remote operations, much of Berkeley's arts and culture sector remained tied to in-person engagement. While many organizations worked hard to provide online content and cultural experiences, virtual substitutes could not replicate the community connection of live experiences nor meaningfully make up for revenue shortfalls. Moreover, many organizations continued to shoulder fixed costs, such as leases, insurance, and baseline staffing. The inability to shed these expenses during more than a year of shutdown meant reserves were rapidly depleted, forcing some organizations to suspend operations entirely.

Figure 3: Cost of Doing Business Index by Metropolitan Division | 2022



Note: The Cost of Doing Business Index is a Moody's Analytics calculation factoring in labor costs, energy costs, office rent, and tax burden in a given metropolitan division.

Source: Moody's Analytics, CVL Economics.

KEY FINDINGS

IMPACT OF BERKELEY'S PANDEMIC RELIEF AND RECOVERY FUNDING FOR ARTS & CULTURE ORGANIZATIONS

Two rounds of Berkeley pandemic relief and recovery grant programs were administered to 88 arts and culture organizations, totaling almost $2.5 million.

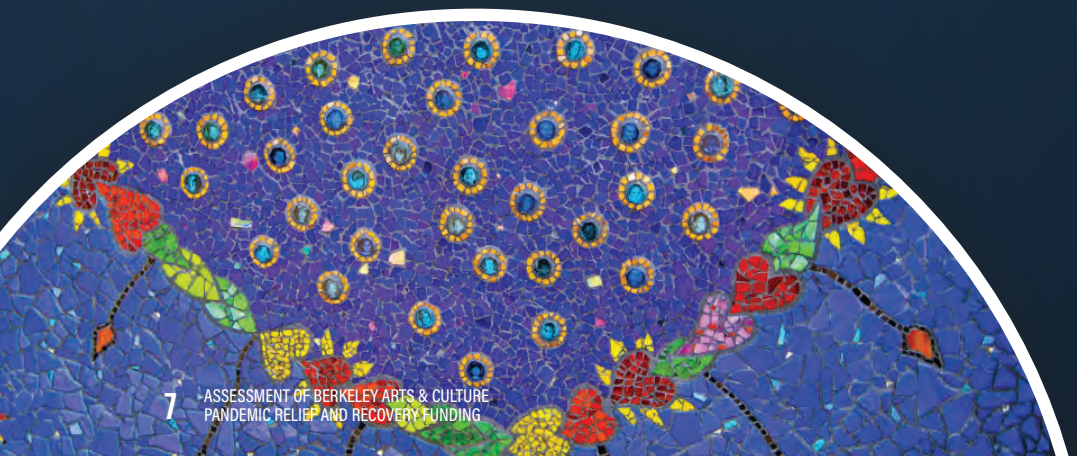
The two rounds were the Arts Organization Continuity Grants ($954,543) in 2020 and the Berkeley Arts Recovery Grants (BARG) for Arts Organizations and Festivals ($1.5 million) in 2022.

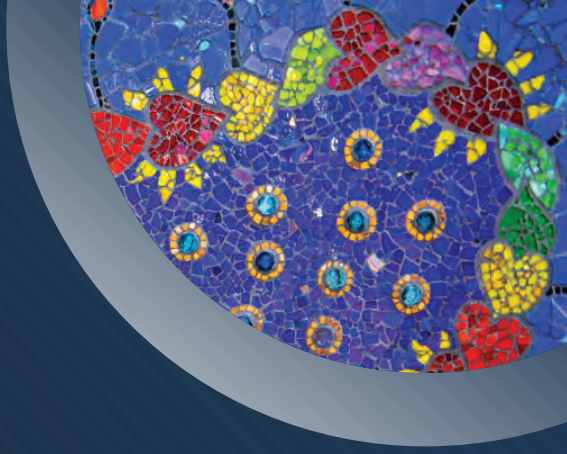
Smaller organizations were the most vulnerable to initial pandemic disruptions.

At the onset of the pandemic, organizations with annual budgets of $500,000 or less saw their revenues drop by nearly 50% on average, compared to a 30% decline among mid-sized organizations ($500k–$1M) and about a 40% decline among large organizations (over $1M). This sharper decline highlights how limited reserves and thinner margins left smaller organizations far more vulnerable to the initial shock.

Relief and recovery funding was broadly seen as critical, helping most organizations avoid layoffs and business closure entirely.

Nearly 83% of Arts Organization Continuity Grant (2020) and 90% of BARG (2022) recipients rated their Berkeley pandemic relief and recovery grant(s) as either "very helpful" or "essential." The remaining organizations, which were larger in size, described the funding as "moderately helpful." Importantly, the vast majority of grantees (up to 84%) credited the grants with preventing both organizational shutdowns and employee layoffs during the most acute months of the pandemic.





Arts Organization Continuity Grants (2020) served as an immediate lifeline.

Issued at the height of uncertainty in May 2020, these grants kept doors open during the first wave of shutdowns. Arts Organization Continuity Grants reached organizations before many other federal, state, and local relief programs. However, their impact tended to be short-term: most grantees (84%) stated funds sustained operations for less than six months, 11% said funds lasted 6-12 months, and just 5% stated funds lasted a year or more. Even so, the immediacy of this funding was critical; more organizations attributed the Arts Organization Continuity Grant as helping them avoid layoffs (85%) and closures (84%) than the BARG (2022) program. Over half of the recipients stated the grants helped them survive the pandemic period but left no lasting impact.

Berkeley Arts Recovery Grants (2022) offered stabilization and transformation.

Distributed in a more stable but still challenging environment in 2022, BARG enabled longer-term planning and adaptation. 22% of recipients stated the funding lasted 6–12 months, and 11% reported funding lasting a year or more. Nearly one in five (19%) described the grants as transformative—compared to just 5% of Arts Organization Continuity grantees—and almost half (48%) credited the funds with helping them stabilize and make strategic changes. 70% of BARG recipients credited the grant for avoiding layoffs and 74% for avoiding business closure.

Many arts & culture organizations received both rounds of funding, which extended impact beyond any single cycle.

A majority of grantees (49 of 88) benefited from receiving both the 2020 Arts Organization Continuity Grant and the 2022 BARG. This sequencing mattered: the first round provided a lifeline in the immediate aftermath of shutdowns, while the second arrived during a difficult reopening phase marked by inflation, workforce shifts, and lagging consumer engagement. Taken together, the two rounds of support compounded one another, allowing organizations not only to survive the immediate crisis but also to weather the prolonged and unpredictable recovery period. In this way, limited local dollars stretched across multiple years of disruption, amplifying their effect far beyond what a single grant cycle could have achieved.

IMPACT OF BERKELEY'S PANDEMIC RELIEF AND RECOVERY FUNDING FOR ARTS & CULTURE INDIVIDUALS[5]



Three Berkeley pandemic relief and recovery grant programs were administered to arts and culture individuals residing and practicing in Berkeley, totaling over $520,000.

The three programs were the East Bay/Oakland Relief Fund ($64,500 to Berkeley residents) in 2020, the Berkeley Art Works Project (BAWP; $182,339) in 2021, and the BARG for Artists and Cultural Practitioners ($276,250) in 2022.

While the East Bay/Oakland Relief Fund (2020) and BARG (2022) programs provided unrestricted funds to Berkeley's arts and culture workers, BAWP (2021) supported paid temporary visual and performing arts projects in public spaces. Instead of serving as direct stimulus assistance, BAWP (inspired by the Depression-era Works Progress Administration) functioned more like traditional income, employing artists who might otherwise have been working locally in theaters or other cultural venues, and redirecting their talents into community-based creative projects.

Individual grants covered the equivalent of up to nearly four months of housing costs.

Grants provided immediate relief for artists facing significant reductions in income, often covering essential living costs like rent, groceries, and medical bills. When measured against the median individual housing cost in Berkeley ($1,100/month), the impact becomes clear: East Bay/Oakland Relief Fund awards covered over one month of housing, BARG awards covered more than two months, and BAWP awards stretched nearly four months. Even this short-term coverage of basic living expenses mattered enormously for artists, and in some cases represented the difference between staying in Berkeley or being displaced.

Relief and recovery programs advanced equity and reached those most impacted.

Grants were mostly awarded to historically underrepresented artists, including Black, Latinx, Indigenous, and multi-racial cultural workers. More than half of grantees reported losing at least 50% of their arts-related income in 2020, with nearly one-quarter losing 90–100%, showing funding reached those in greatest need.

[5] While pandemic relief funding supported both organizations and individuals, this assessment focuses primarily on organizations. Relief to individual artists in Berkeley was important, and a high-level assessment is included, however the anonymity of individual grant awards limited the availability of detailed data. In addition, organizations serve as anchors for artists and the community and are more deeply established within communities, making their stability a clearer lens into the overall health of the creative ecosystem.



LONG-TERM OUTCOMES FOR ARTS & CULTURE ORGANIZATIONS

Every $1 in City funding leveraged at least $5.64 in ongoing arts and culture economic activity.

The City's $2.5 million investment in arts and culture organizations during the years spanning 2020 to 2022 helped safeguard more than $12.9 million in arts and culture revenue that otherwise would have been lost. This translates to every $1 of City pandemic emergency funding having leveraged at least $5.64 in arts and culture economic activity. This return captures not only the direct operations of arts and culture organizations, but also the ripple effects through local suppliers, contractors, and service providers.

17 of the 88 grantee organizations or 19% (of both relief and recovery programs to arts and culture organizations) closed permanently between 2020–2024, the majority of which were very small organizations.

Nine of the 28 grantee organizations with operating budgets under $100,000 closed, the highest number of any group. But large organizations were also not immune; two of the 13 institutions with revenues between $1M-$2M also shut down, as did two of the 11 organizations with operating budgets over $2 million. This pattern shows that while scale and resources provided some resilience, no segment of the sector was fully insulated. The loss of larger organizations—typically those with the broadest audiences or consumer base, most extensive programming, and greatest fundraising capacity—underscore the vulnerability of even the city's established cultural institutions.

Revenue for the 71 surviving grantees sits 9% below pre-pandemic levels, though the 62 smaller surviving organizations, with budgets less than $2 million, fared relatively better over time.

In 2024, grantee median revenue sat 9% below the 2019 benchmark. That said, smaller grantee organizations that are still operational have fared relatively better over time than their larger peers. For many of these groups, Berkeley's relief and recovery funds represented a substantial share of their annual budgets—sometimes covering the bulk of operating revenue in a given year. This scale of support often made the difference between survival and closure, allowing small organizations not only to stay afloat but also to begin rebuilding sooner than larger institutions, which in some cases remain more deeply destabilized.

The 9 larger organizations with budgets over $2 million that received grant funding faced deeper structural challenges, with current revenues sitting 33% below pre-pandemic levels.

For larger organizations, City relief and recovery grants accounted for a smaller share of overall budgets, limiting their ability to offset the steep financial shocks of the pandemic. As a result, for organizations with operating budgets over $1 million, funding was often described as moderately helpful rather than transformative. By 2024, revenues at these larger organizations remained one-third below 2019 benchmarks—far below the average 9% decline across all grantees.

Broader economic challenges are compounding strain across Berkeley arts organizations of all sizes.

Expenses have risen much faster than income, and earned revenue has been slow to rebound, leaving organizations more reliant on contributed income. Additionally, performing arts venues in particular continue to struggle with reduced attendance and shrinking subscriber bases. As a result of both of these factors, and a changed federal funding for the arts landscape, competition for public sector and philanthropic support has intensified, making recovery uneven, precarious, and difficult for arts organizations. Compounding these challenges, downtown revitalization struggles—including empty storefronts, reduced foot traffic, and heightened safety and transportation concerns—have made it more difficult for some arts venues to fully reestablish themselves as hubs of community life.

Together, these findings illustrate that while the pandemic-era grants were not sufficient in resolving every financial challenge for Berkeley's artists and arts organizations, they served as a lifeline. For many organizations, relief and recovery funding was the difference between survival and closure during unprecedented times, ensuring that Berkeley's arts and culture ecosystem remained intact long enough to begin navigating the long road to recovery.

PANDEMIC RELIEF AND RECOVERY FOR ARTS & CULTURE ORGANIZATIONS

Eighty-eight arts and culture organizations received at least one of the two pandemic relief and recovery grants, with 49 organizations receiving both the Arts Organization Continuity Grant in 2020 and BARG in 2022 (Figure 4). Together, these programs directed nearly $2.5 million in emergency support to the sector, which provided targeted financial assistance to help organizations weather immediate losses, retain staff, and adapt to rapidly changing conditions.

ARTS ORGANIZATION CONTINUITY GRANTS (2020)

In response to the immediate financial crisis faced by arts organizations during the onset of the COVID-19 pandemic, the City of Berkeley launched the Arts Organization Continuity Grants program in March 2020. This program was funded directly by the City of Berkeley's General Fund Catastrophic Reserve. The program ultimately awarded $954,53 in emergency funding to 63 local nonprofit arts organizations. Grants of up to $25,000 (with an average award of approximately $15,150) were distributed in May 2020 to organizations that demonstrated a loss of at least 25% in earned revenue, such as ticket sales, class fees, or venue rentals.

The program was designed as emergency gap funding to stabilize organizations experiencing acute financial hardship. Eligibility was limited to Berkeley-based organizations with a mission focused on the development or presentation of arts and culture, including fiscally sponsored entities. In keeping with the City's 2018 Arts & Culture Plan and commitment to cultural equity, applications were evaluated not only on financial need but also on equity-centered criteria, such as whether the organization worked primarily with artists from historically marginalized communities, served underrepresented audiences, operated in geographically underserved parts of Berkeley, or had a staff and board composition reflective of diverse communities.

BERKELEY ARTS RECOVERY GRANTS FOR ARTS ORGANIZATIONS AND FESTIVALS (2022)

In 2022, the City of Berkeley distributed over $1.5 million in one-time Berkeley Arts Recovery Grants (BARG) to 74 nonprofit arts organizations and recurring festivals as part of its broader pandemic recovery strategy. Funded by American Rescue Plan Act (ARPA) dollars, the BARG program was designed to support sustainable recovery for Berkeley's arts sector after nearly two years of widespread disruption in the sector as a result of the COVID-19 pandemic. Award amounts ranged from $3,000 to $33,000, with an average award of approximately $20,700 per organization.

Eligible applicants included Berkeley-based nonprofit or fiscally sponsored arts organizations and recurring festivals that had experienced a decline in revenue between 2019 and 2020. Awards were determined through a scoring system that prioritized organizations serving or led by historically marginalized communities, with 70% of the evaluation focused on cultural equity factors such as programming by or for BIPOC, LGBTQIA+, low-income, disabled, senior, or unhoused populations. Funds could be used to offset lost revenue, support safe reopening efforts, or invest in long-term sustainability through marketing, consulting, or business planning.

Figure 4: Summary of Berkeley Pandemic Relief and Recovery Grants for Arts & Culture Organizations

	PROGRAM YEAR	RECIPIENT TYPE	NUMBER OF GRANTEES	TOTAL AMOUNT AWARDED	AVERAGE GRANT AWARDED
ARTS ORGANIZATION CONTINUITY GRANTS	2020	Nonprofit or fiscally-sponsored arts and culture organizations	63	$954,543	$15,151
BERKELEY ARTS RECOVERY GRANTS (BARG) FOR ARTS ORGANIZATIONS AND FESTIVALS	2022	Nonprofit or fiscally-sponsored arts and culture organizations and festivals	74	$1,532,345	$20,707

Source: City of Berkeley, CVL Economics.



PANDEMIC RELIEF AND RECOVERY GRANT IMPACT FOR ARTS & CULTURE ORGANIZATIONS

Although grantees varied in focus, size, and diversity, all Berkeley organizations faced acute financial hardships resulting from the pandemic, and for many, this persists into the present day. The scale of these challenges is underscored by the grantees themselves, who reported widespread disruptions to programming, facilities, and core revenue streams as the pandemic unfolded.

To better understand how Berkeley's pandemic relief and recovery funding shaped the local arts ecosystem, CVL Economics surveyed grantee organizations. Of the 88 organizations that received support through the Arts Organization Continuity Grant (2020) or the Berkeley Arts Recovery Grant (BARG; 2022), 30 completed the survey, providing valuable insights into both the immediate and lasting effects of the City's investment.[6]

COVID-19 Disruptions

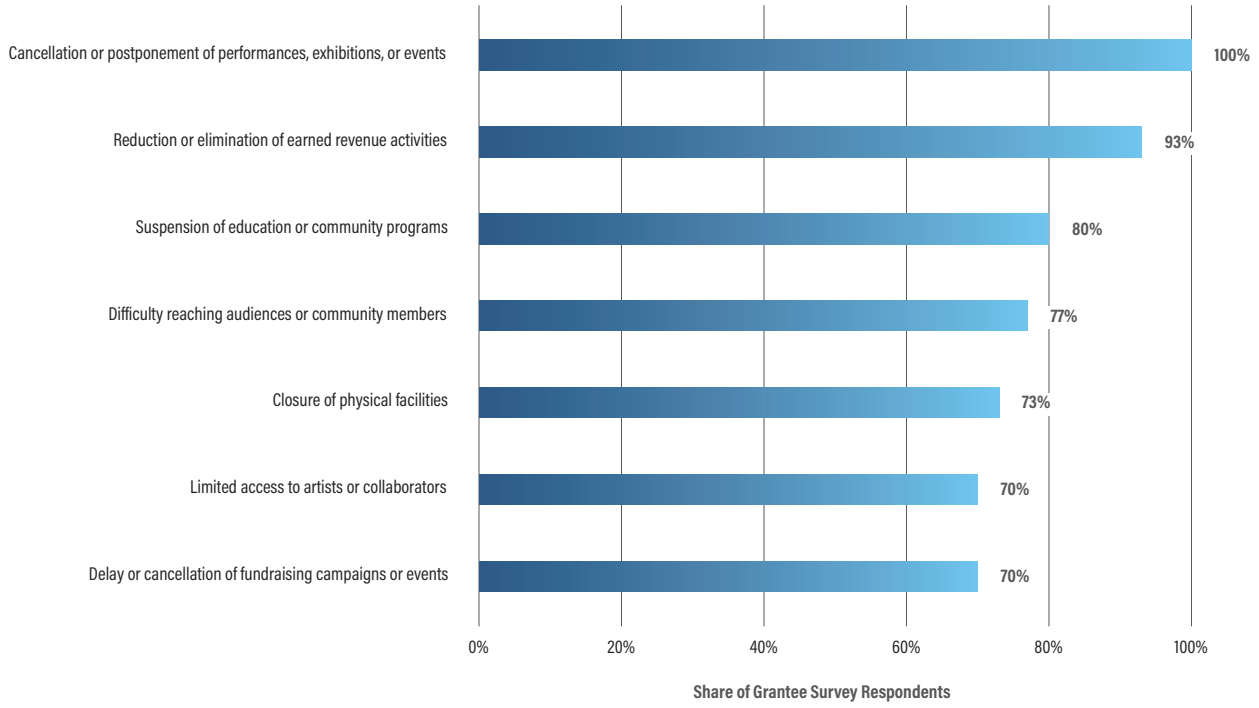
At the onset of the pandemic in mid-March 2020, every grantee organization had to cancel or postpone performances, exhibitions, or events. In a survey of grant recipients conducted five years later, in June 2025, 80% reported suspended education or community programs; and more than 73% were forced to close their physical facilities, resulting in the reduction or elimination of key earned revenue activities (Figure 5). Another 70% reported having to delay or cancel critical fundraising campaigns, cutting off vital revenue streams at a moment when operational expenses remained constant or, in some cases, increased due to safety measures.

Community connection was also severely disrupted by the pandemic in Berkeley. Nearly 77% of respondents reported difficulties reaching audiences or community members, a challenge compounded by the digital divide and the learning curve associated with pivoting to online programming. Limited access to artists, collaborators, and essential partners was cited by 70% of organizations, underscoring how the pandemic fractured the networks that sustain creative production.

The employment landscape in Berkeley in this sector shifted dramatically as well (Figure 6). Forty-three percent (43%) of arts organizations implemented temporary layoffs or furloughs, 40% imposed hiring freezes, and 13% faced permanent position eliminations. These staffing impacts not only affected the livelihoods of arts workers but also reduced organizational capacity, making recovery more difficult even after restrictions eased.

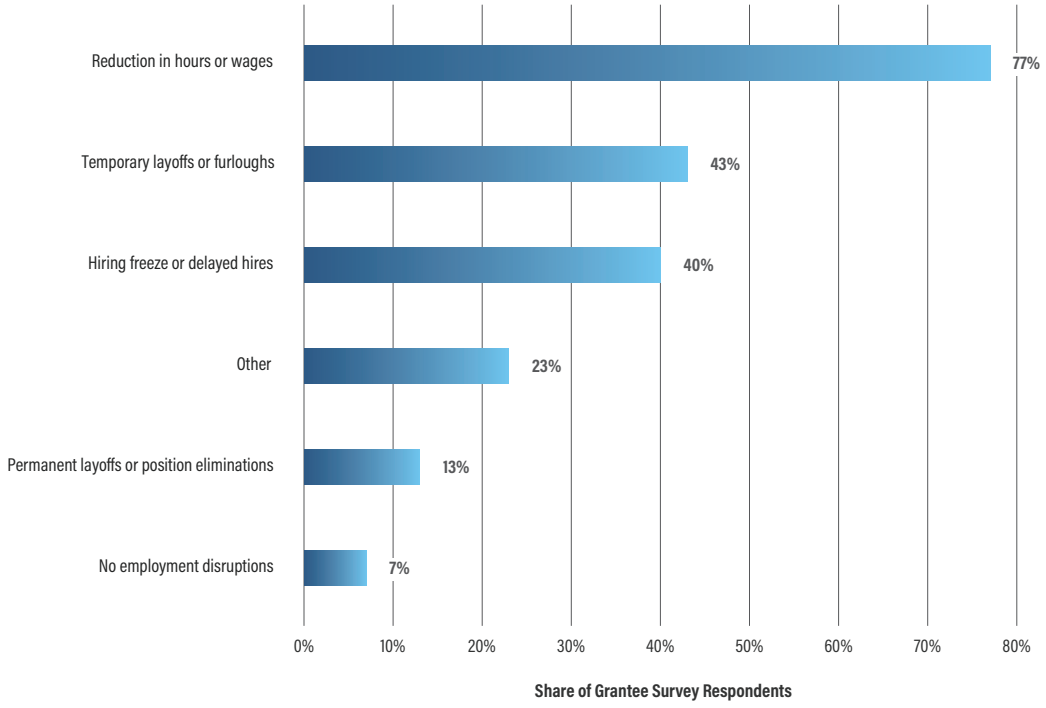
[6] See Appendix A.1 for more details on survey methodology.

Figure 5: Immediate COVID-19 Disruptions Experienced by Berkeley Arts Organizations



N=30
Source: CVL Economics Survey (2025).

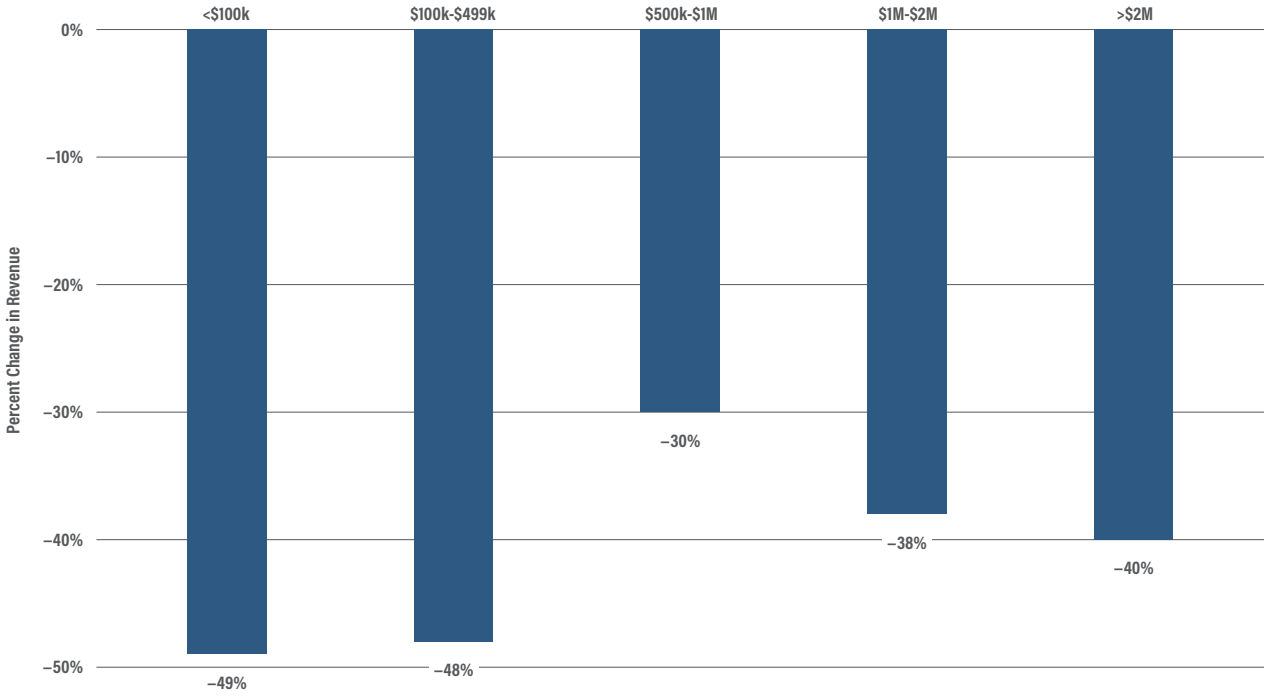
Figure 6: Immediate COVID-19 Employment Disruptions Experienced by Berkeley Arts Organizations



N=30
Source: CVL Economics Survey (2025).

The financial toll of these disruptions is reflected in the immediate revenue loss experienced by grantee organizations (Figure 7). Across the 74 BARG grantees, average revenue fell by 44% between 2019 and 2020. The depth of these losses varied significantly by organization size. The smallest organizations—those with annual budgets under $100,000—were hit the hardest, with revenues dropping nearly 50% on average. Mid-sized organizations with budgets between $500,000 and $1 million saw the least severe declines, though they still averaged a 30% loss. Large organizations with budgets over $2 million were not immune either, facing an average revenue reduction of 40% at the onset of the pandemic.

Figure 7: Grantee Revenue Loss by Organization Size | 2019–2020



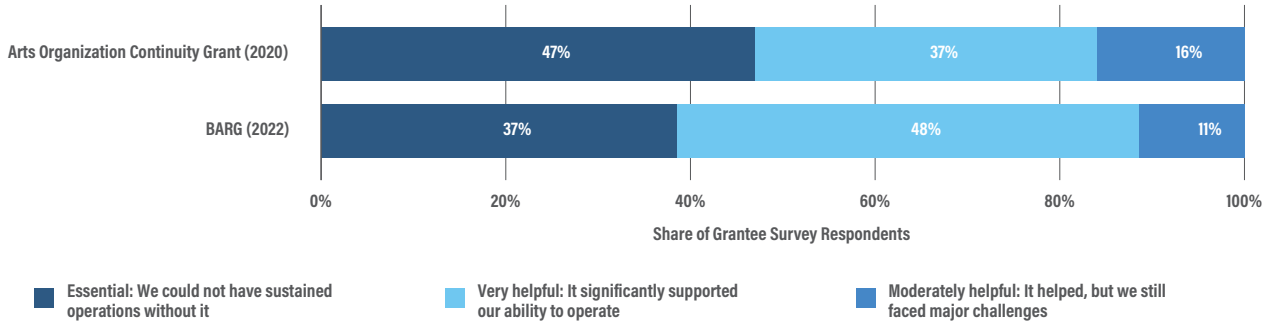
Source: City of Berkeley, CVL Economics.

IMMEDIATE IMPACTS: ROLE OF PANDEMIC RELIEF AND RECOVERY FUNDING

Berkeley's pandemic relief and recovery grants for arts and cultural organizations were not just helpful but essential for many grantees (Figure 8). Nearly half of Arts Organization Continuity Grant recipients (47%) and more than a third of BARG recipients (37%) said they could not have sustained operations without the grant. Another 37% of Arts Organization Continuity Grant recipients and 48% of BARG grantees reported that the funding was very helpful, significantly supporting their ability to continue operating.

The grants played a pivotal role in preventing widespread layoffs and closures. Eighty-four percent (84%) of Arts Organization Continuity Grant recipients and 70% of BARG recipients said the grants helped them avoid workforce reductions, protecting jobs during the most precarious months of the pandemic (Figure 9). Similarly, 84% of Arts Organization Continuity Grant recipients and 74% of BARG recipients said the funding prevented them from permanently shutting down (Figure 10).

Figure 8: Extent to Which Pandemic Relief and Recovery Funding Was Essential Among Berkeley's Grant Recipients



N=30
Note: Responses were measured on a five-point scale from "Not at all helpful" to "Essential." No respondents selected either of the two ratings below "Moderately helpful."
Source: CVL Economics Survey (2025).

Figure 9: Share of Grantees That Avoided Layoffs Due to the Grants

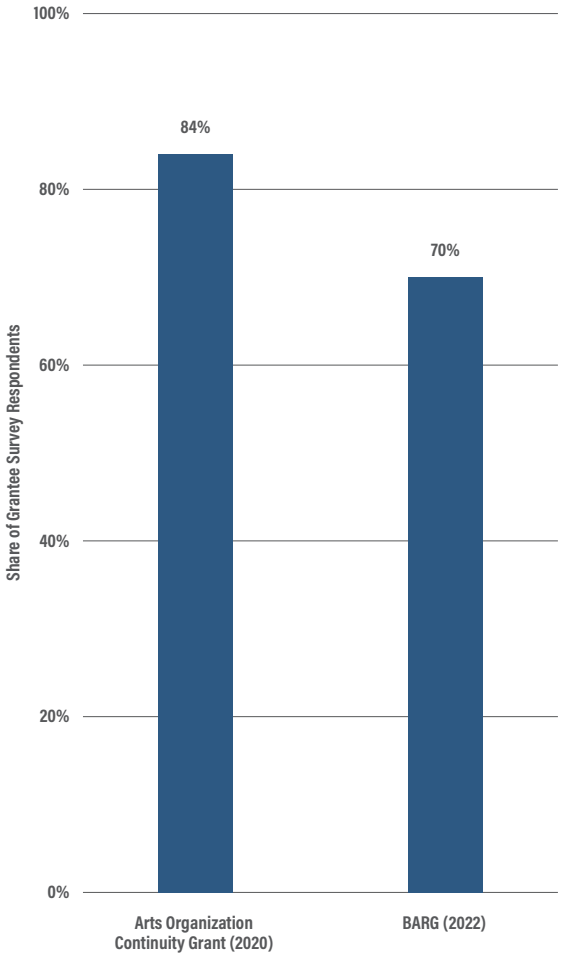
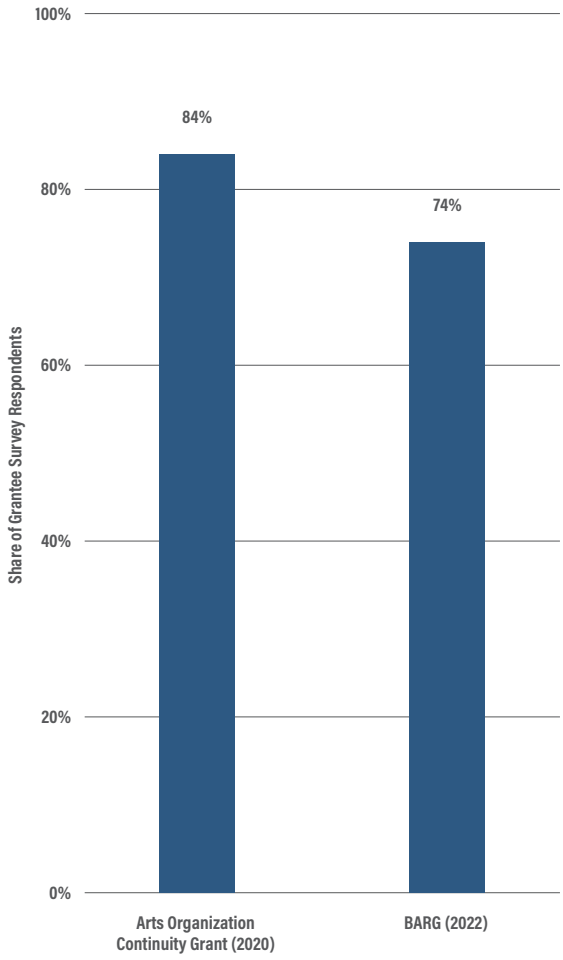


Figure 10: Share of Grantees That Avoided Closure Due to the Grants

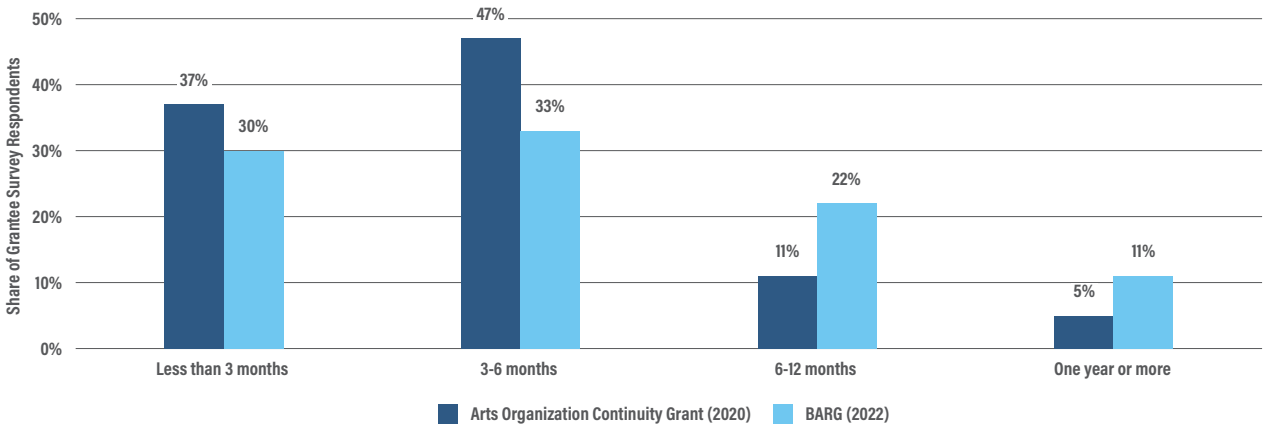


N=30
Source: CVL Economics Survey (2025).

Given their distribution in the earliest stages of the pandemic, the Arts Organization Continuity Grants provided critical short-term relief, serving as a bridge during the early days of the pandemic and sustaining arts organizations until other assistance programs became available. For many organizations, the funding was the difference between survival and immediate closure. That said, the support tended to last for a shorter duration and left fewer long-term organizational changes in place than the BARG program. Most (84%) Arts Organization Continuity Grant recipients said the funding lasted less than 6 months (Figure 11). More than half (53%) of recipients reported that the funds helped them survive the pandemic but did not generate lasting impact, and only 5% described the funding as transformative (Figure 12).

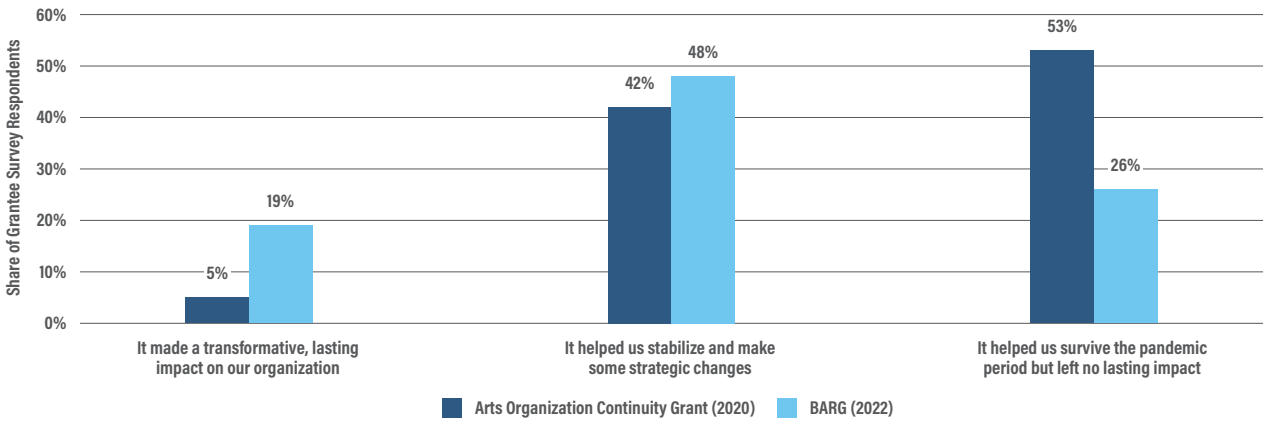
By contrast, BARG—issued at a time when most organizations had transitioned from response to recovery phases— tended to have a broader effect. The grants were generally larger, conditions had shifted toward reopening, the "new normal" was settling in, and organizations were positioned to leverage fiscal support for longer-term stability. Reflecting this, nearly half of BARG recipients (48%) said the grants helped them stabilize and make strategic changes, and almost one in five (19%) reported transformative, lasting impacts. Even in terms of duration, BARG funding stretched further: a third of recipients reported that it sustained operations for six months or more.

Figure 11: Length of Time Grants Sustained Operations in Berkeley



N=30
Source: CVL Economics Survey (2025).

Figure 12: Scale of Grant Impact on Berkeley Arts and Culture Organizations



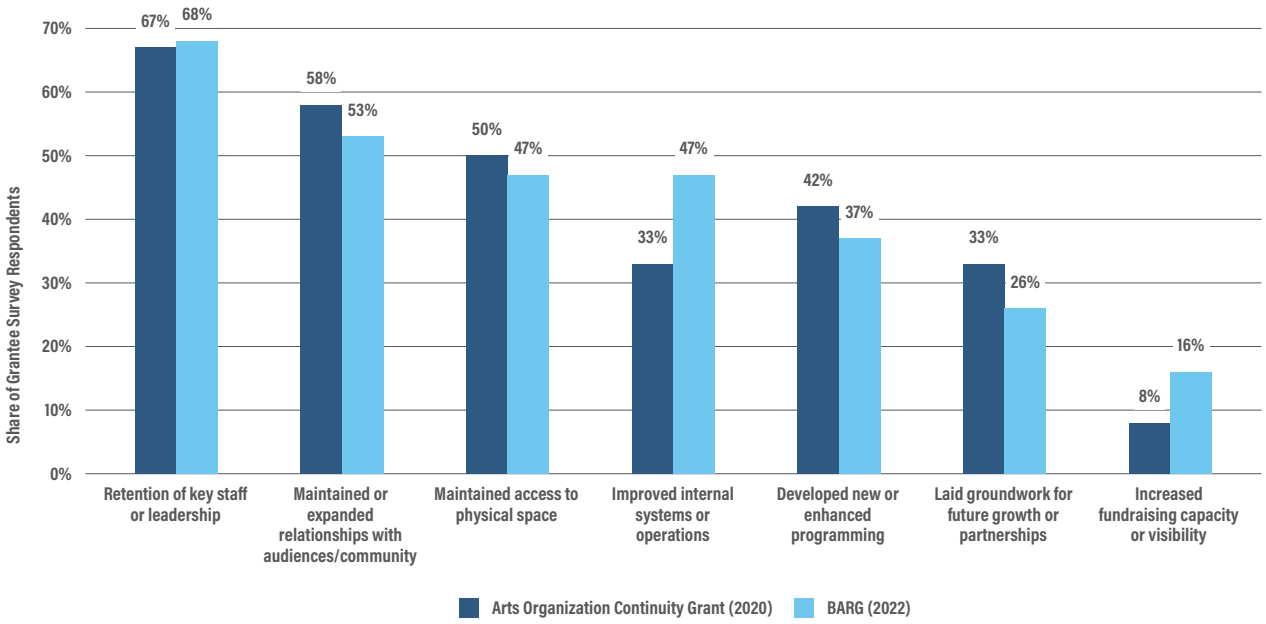
N=30
Source: CVL Economics Survey (2025).

Organizations reported that relief and recovery funding helped them retain staff and leadership (67% of Arts Organization Continuity Grant recipients and 68% of BARG recipients) (Figure 13). More than half credited the grants with enabling them to maintain or expand relationships with their audiences and communities (58% and 53%, respectively), and nearly half of grantees noted that the funding allowed them to sustain access to physical spaces.

Arts Organization Continuity Grant recipients were more likely than BARG recipients to report developing new or enhanced programming (42% vs. 37%). This difference likely reflects the urgent pivot many organizations were forced to make at the height of the pandemic crisis—rapidly adapting to online or hybrid formats, experimenting with digital content, and reimagining community engagement in a socially distanced world. In other words, the Arts Organization Continuity Grant helped seed immediate programmatic adjustments that allowed organizations to stay connected with their audiences under extraordinary circumstances.

By contrast, the BARG program in 2022 was more about strengthening internal systems, fundraising, and longer-term stabilization as organizations adjusted to a new operating environment. Nearly half of BARG recipients (47%) reported using funds to improve internal systems and operations, compared to just a third of Arts Organization Continuity Grant recipients. Additionally, 16% of BARG grantees said the funds helped increase fundraising capacity or visibility, compared to 8% of Arts Organization Continuity Grant recipients.

Figure 13: Detailed Impact of Relief and Recovery Grants for Berkeley Arts and Culture Organizations



N=30
Source: CVL Economics Survey (2025).

The distinction between the two grant programs points to a critical shift in focus of the City's approach to pandemic relief and recovery across the arts and culture sector. While the earlier Arts Continuity Grant program was more focused on immediate survival, the BARG program was better positioned to help organizations adapt to a new normal by strengthening infrastructure and building capacity to generate new revenue. Notably, most organizations (49 out of the 88 grantees) were able to benefit from both rounds of relief and recovery funding. This compounded support allowed grantees not only to weather the initial crisis but also to remain afloat during the prolonged and unpredictable recovery period, extending the effect of the funding well beyond a single grant cycle.

LONG-TERM OUTCOMES: WHERE GRANTEE ORGANIZATIONS STAND IN 2025

Five years since the onset of the pandemic, we can begin to see the longer-term impacts on Berkeley's arts and culture ecosystem. The initial shock was compounded by rising costs for labor, rent, and production; challenges rebuilding and retaining staff; slower-than-expected audience and consumer engagement recovery; and changes in the funding landscape.

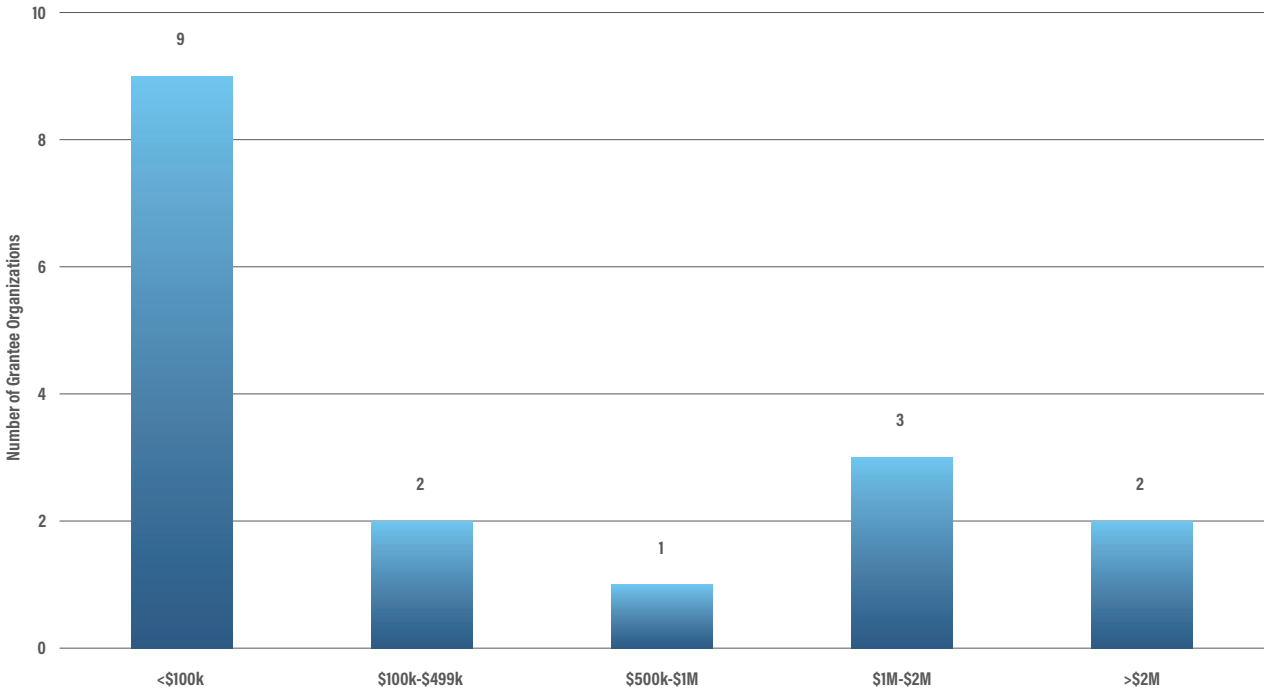
Organizational Closures

Despite the critical role of relief and recovery funding, not all grantee organizations were able to withstand the prolonged pressures of the pandemic and its aftermath. Between 2020 and 2024, 17 grantee organizations ultimately closed. Of those 17 organizations, the vast majority were small (Figure 14). The steepest losses were among grantees with annual budgets under $100,000: nine organizations of this size were unable to continue operating. Mid-sized organizations fared better, with only one organization closing with a budget between $500,000 and $1 million. Larger organizations also experienced notable losses: five organizations with budgets over $1 million closed during this period. Among the closures were two of Berkeley's established and well-known institutions: the Bay Area Children's Theatre in 2023 (which had an operating budget exceeding $3 million) and the Aurora Theatre Company in 2025.[7]

This pattern shows that while scale and resources provided some resilience, no segment of the sector was fully insulated. For larger organizations—typically those with the broadest audiences or consumer base, most extensive programming, and greatest fundraising capacity—such losses underscore the vulnerability of even the city's most established cultural institutions.

[7] At the time of writing, Aurora Theatre Company has not officially announced a permanent closure, but it has announced staff layoffs and the closure of its venue; for the purposes of this analysis, we are considering it closed. See: Lily Janiak, "Bay Area Theater Moves to Lay Off Staff, Vacate Downtown Berkeley Venue," August 12, 2025, San Francisco Chronicle, https://www.sfchronicle.com/entertainment/article/aurora-theatre-layoffs-venue-vacate-20813096.php.

Figure 14: Closures Among Berkeley Arts Relief and Recovery Grantee Organizations by Revenue Size



Source: City of Berkeley, CVL Economics.

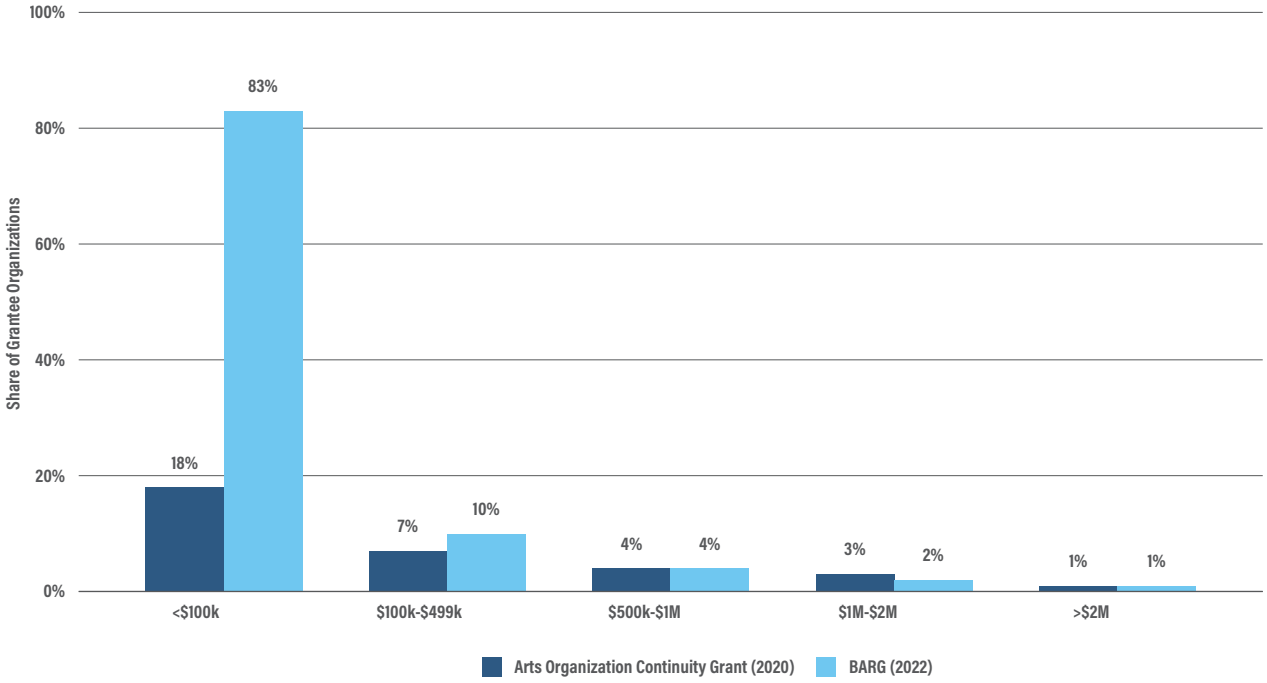
While small organizations were more likely than larger ones to face permanent closure, those that survived often reported that pandemic relief and recovery funding was especially critical to their survival. For organizations with annual budgets under $100,000, the grants represented a larger share of their total operating revenue (Figure 15).

By contrast, larger organizations tended to view the grants as moderately helpful—providing short-term relief without fundamentally altering their financial trajectory. For institutions with budgets exceeding $2 million, the grants made up less than 1% of annual revenue. Notably, because award criteria emphasized equity and demonstrated revenue loss rather than organizational size, some of the smallest organizations received equal or even greater funding amounts than their much larger counterparts. This approach magnified the impact of relief and recovery funds for smaller organizations, and it aligned with the intent of the American Rescue Plan Act (the BARG program leveraged ARPA State and Local Fiscal Recovery Funds dollars), which explicitly recognized the disproportionate impact of the pandemic on communities of color and sought to direct resources toward advancing equity in recovery.[8]

The significance of this support comes in light of the fact that more than one-quarter (28%) of grantee organizations reported receiving no other forms of pandemic-related financial assistance (Figure 16). For these organizations, the City of Berkeley's grants meant the difference between survival and closure, particularly for smaller organizations that may have lacked the capacity or access to other federal, state, or county-level programs.

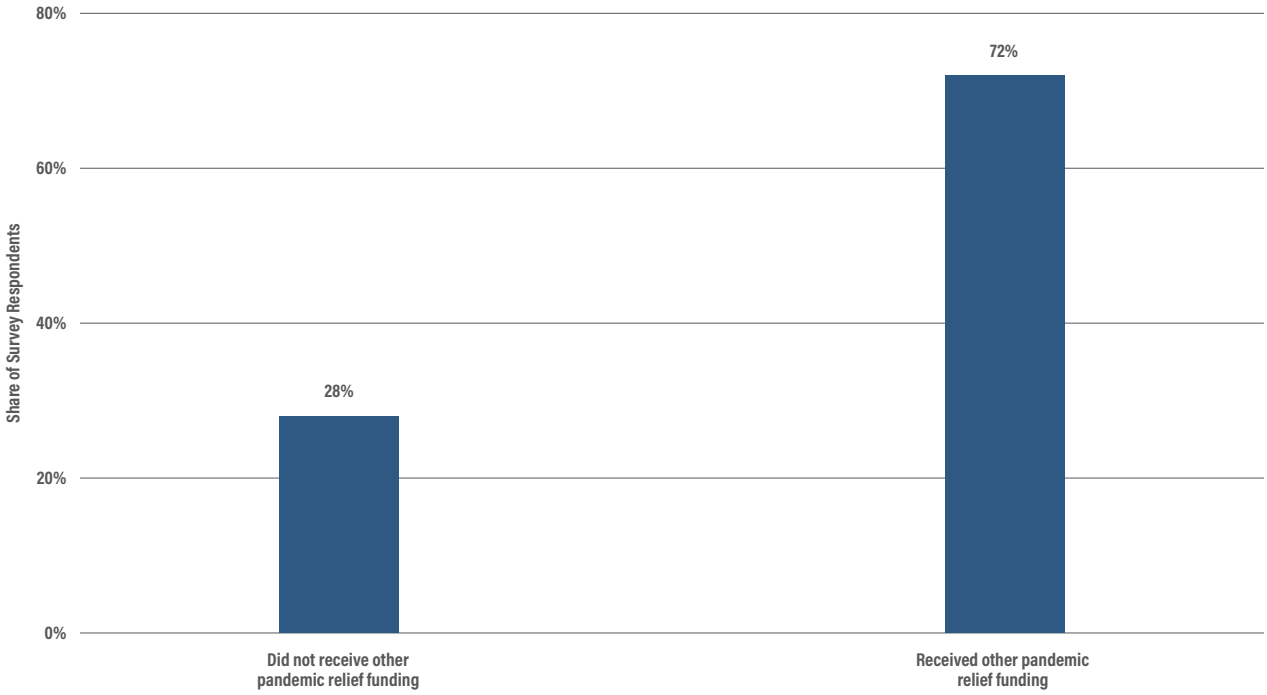
[8] U.S. Department of the Treasury, Coronavirus State and Local Fiscal Recovery Funds: Interim Final Rule, Federal Register, 86(93), 26786–26861 (2021), https://www.federalregister.gov/documents/2021/05/17/2021-10283/coronavirus-state-and-local-fiscal-recovery-funds.

Figure 15: Average Size of Grant in Proportion to Total Operating Budget by Organization Size



Source: City of Berkeley, Internal Revenue Service, CVL Economics.

Figure 16: Share of Respondents that Received Other Pandemic Relief Support

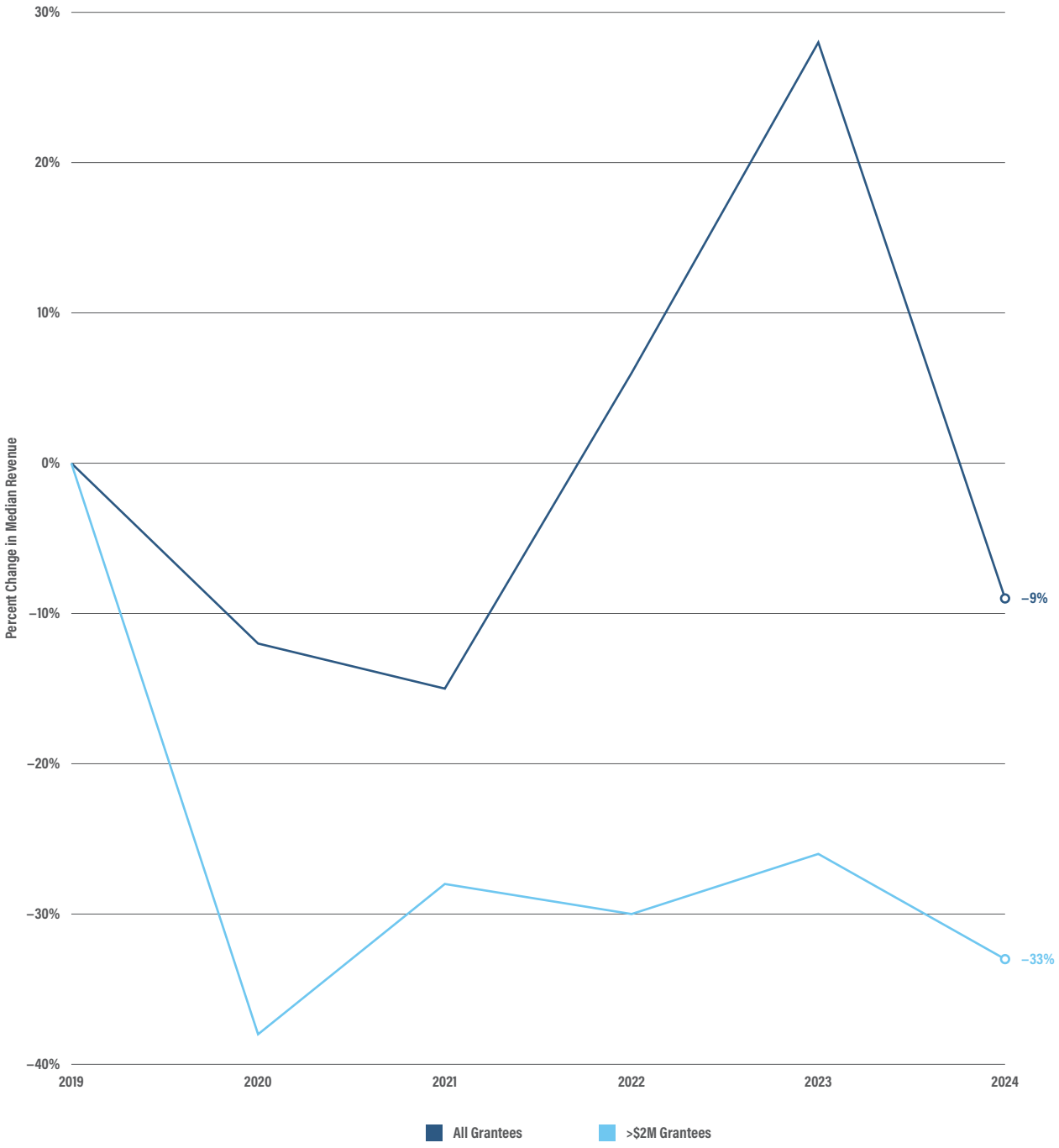


N=30
Source: CVL Economics Survey (2025).

Evolving Revenue Streams and Rising Costs

By 2024, the median revenue across all surviving grantees was still 9% below pre-pandemic levels—although this was still an improvement from the sector's low point in 2021, when the median revenue had fallen 15% from 2019 (Figure 17). While smaller organizations were far more likely to close their doors permanently, those that survived fared relatively better than the largest organizations over time; the median revenue for grantee organizations with budgets above $2 million, on the other hand, is still one-third below 2019 benchmarks.

Figure 17: Percent Change in Median Surviving Berkeley Grantee Revenue Since 2019



Note: Based on the median inflation-adjusted (2024 dollars) revenue across the 71 surviving grantee organizations.
Source: Internal Revenue Service, CVL Economics.

These patterns map onto broader regional trends: smaller organizations tended to show greater resiliency in recovery than their larger counterparts. A 2024 report on the sustainability of Bay Area performing arts organizations post-pandemic found that micro-organizations (defined as very small organizations, often characterized as those with fewer than 10 employees)—despite being largely excluded from federal relief programs—remained nimble by expanding programs and attendance, maintaining or growing their artistic workforce, and prioritizing community engagement and mission-focused recovery, even as expenses outpaced revenue growth.[9] By contrast, while larger organizations experienced the highest increase in government funding during the pandemic and exceptional federal relief programs kept many of these institutions afloat, those temporary funds are now waning, leaving structural financial gaps behind.

Across the Bay Area, arts organization expenses have risen much faster than income. Between 2022 and 2023, total expenses for regional arts organizations increased by 21% while revenues fell 12%. Earned revenue rebounded by 42% in 2023 but remained 26% below pre-pandemic levels after adjusting for inflation. In-person attendance more than doubled between 2022 and 2023, yet still sat 42% below 2019 levels. As a result, organizations have grown increasingly dependent on contributed income.[10]

These local trends reflect broader national patterns in the nonprofit performing arts sector. Nationwide, total income dropped sharply during the pandemic and, while it has begun to recover, expenses have risen at a much faster pace since 2021 (Figure 18). Regional theaters also report losing 20–30% of subscribers since 2019, eroding a dependable source of earned revenue and compounding these financial pressures.[11]

At the same time, the funding mix has shifted: as earned income has struggled to rebound, contributed income now accounts for a larger share of organizational budgets (Figure 19). Even so, recent budget cycles have become more challenging, with heightened competition for contributed dollars. Many foundations are shifting priorities away from the arts, while federal uncertainty has created a chilling effect nationwide. Proposals from the executive branch to eliminate the National Endowment for the Arts and the Corporation for Public Broadcasting, to condition or cancel awarded grants, and to impose new ideological restrictions on future eligibility have further undermined confidence for arts organizations across the country.

Locally, these trends are echoed by the experiences of the grantee organizations in Berkeley. Over 81% reported that financial stability remains their most pressing challenge today, followed closely by rising costs (74%) (Figure 20). Nearly half cited the intensifying competition for limited public and private funding as a major barrier and 30% reported access to affordable space as a top challenge. Some organizations also included rebuilding audience engagement and attendance, difficulty retaining or hiring qualified staff, and limited capacity for grant writing or fundraising as top challenges. Understanding these specific challenges helps inform local grantmaking by highlighting where support is most urgently needed—not only in covering rising operating costs, but also in building organizational capacity, sustaining workforce pipelines, and ensuring that cultural offerings remain accessible in Berkeley.

Feedback from stakeholder outreach reinforced these findings. As one organization leader put it, "It's more expensive than ever to operate in the Bay Area. Meanwhile, federal and state support is drying up and audiences have not returned to pre-pandemic levels." This illustrates the compounding pressures organizations now face: not only are operating costs escalating, but audience behavior has shifted in ways that directly affect earned revenue and long-term sustainability.

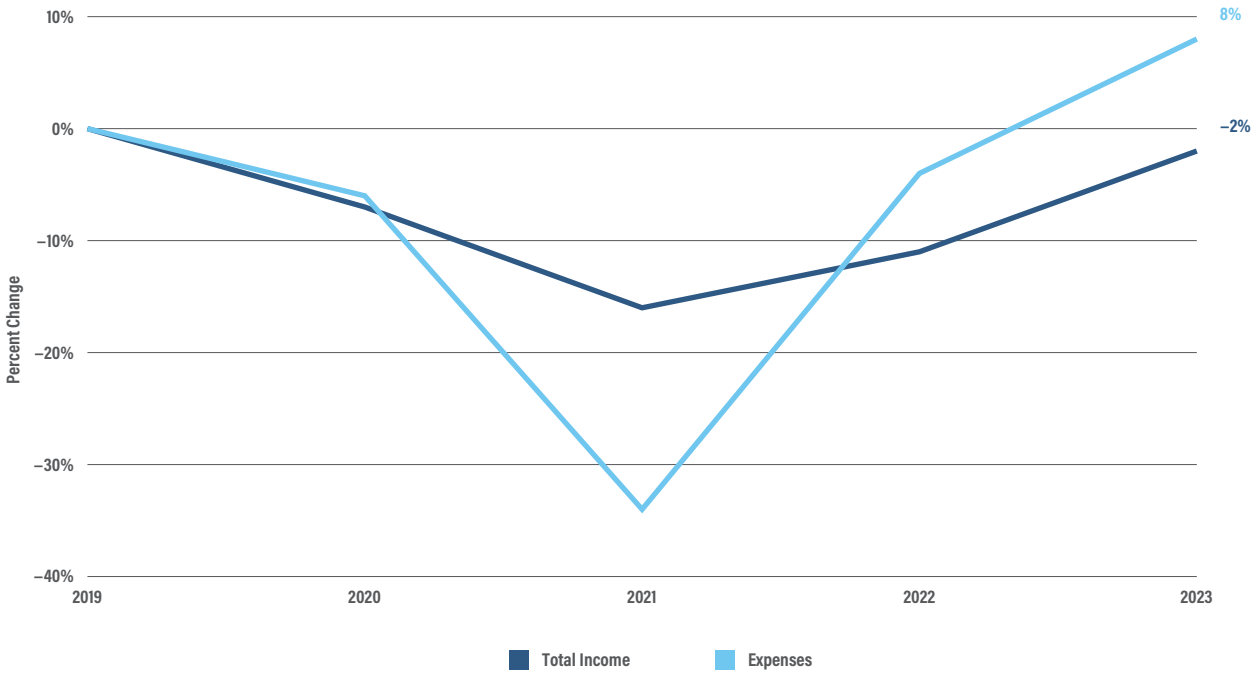
For many, this includes challenges rebuilding traditional subscriber bases. While theatre subscribers had already been in steady decline over a long horizon, the pandemic accelerated this trend—leaving older and more risk-averse audiences slower to return and making it increasingly difficult to rely on subscription revenue as a notable income stream. Berkeley Rep illustrates this shift: at its

[9] Kenneth Rainin Foundation & SMU DataArts at Southern Methodist University, Bay Area Arts and Culture Organizational Sustainability Survey Report: Top line findings, 2019–2023 (2024), https://culturaldata.org/learn/data-at-work/2025/kenneth-rainin-foundation-smu-dataarts-bay-area-sustainability-assessment

[10] Ibid.

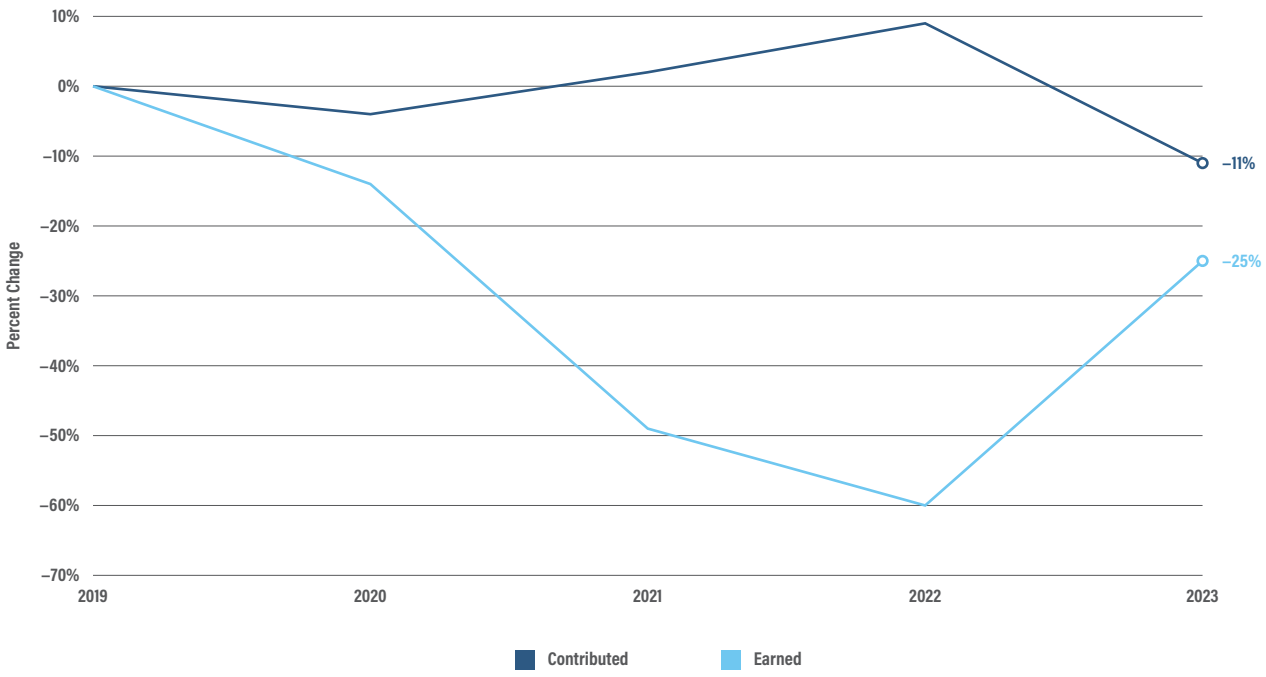
[11] Michael Paulson, "A Crisis in America's Theaters Leaves Prestigious Stages Dark," The New York Times, July 23, 2023, https://www.nytimes.com/2023/07/23/theater/regional-theater-crisis.html.

Figure 18: Percent Change in Total Income and Expenses of Nationwide Nonprofit Performing Arts Organizations Since 2019



Source: Theatre Communications Group, CVL Economics.

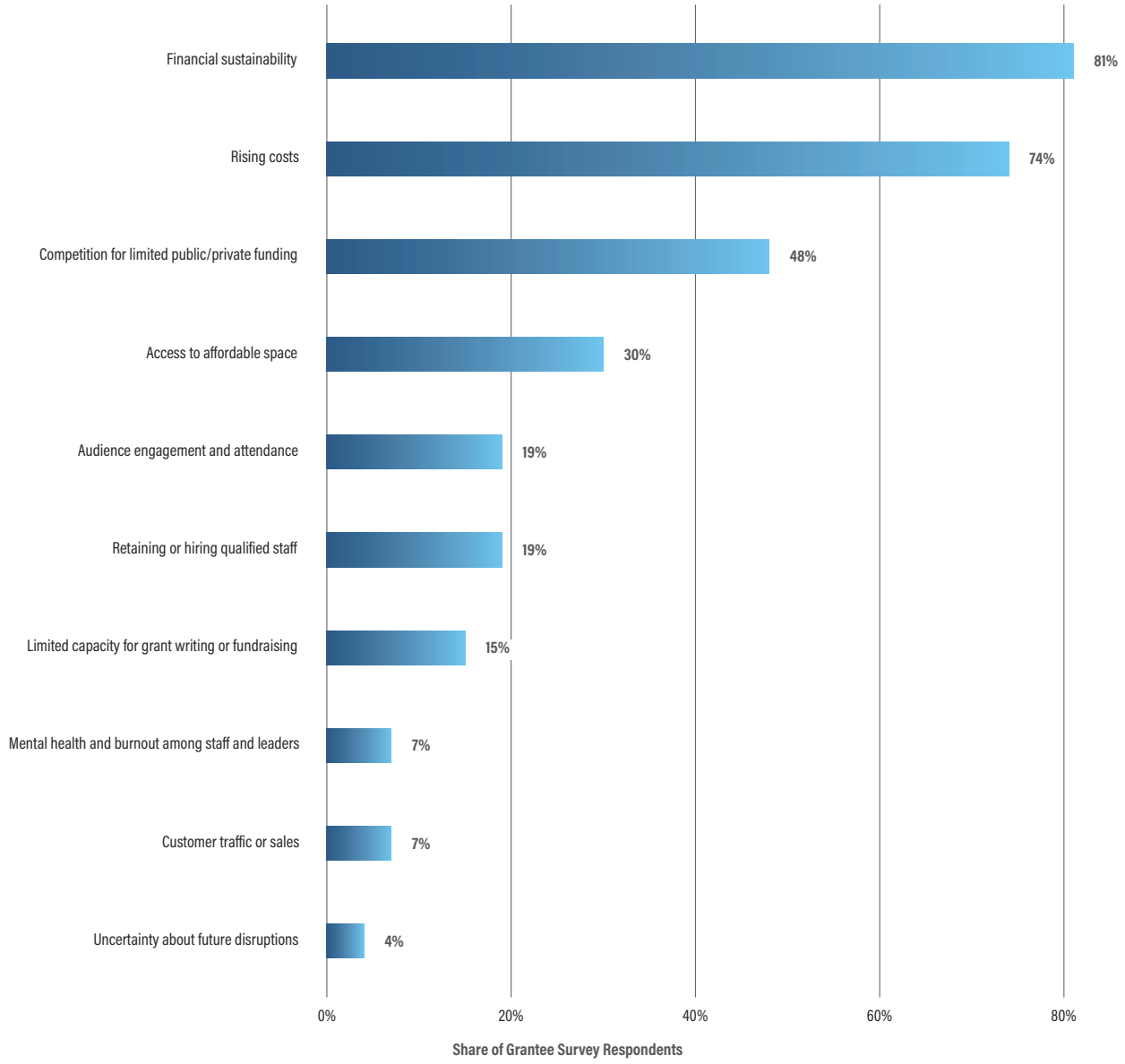
Figure 19: Percent Change in Income Type of Nonprofit Performing Arts Organizations Nationwide since 2019



Source: Theatre Communications Group, CVL Economics.

peak the theatre had about 22,000 season ticket holders, compared to roughly 12,000 just before the pandemic; today subscriptions hover closer to 9,000, with the goal of stabilizing around 10,000—acknowledging it is unlikely to return to pre-pandemic levels. While subscriptions rarely make up the majority of a theatre company's revenue, they serve as a critical pipeline for cultivating individual donors—a major source of contributed income. A shrinking subscriber base not only reduces reliable ticket revenue but also weakens the sense of loyalty that often leads patrons to become long-term donors, making fundraising even more difficult.[12]

Figure 20: Top Challenges Berkeley Art and Culture Organization Grantees Face Today



N=30
Source: CVL Economics Survey (2025).

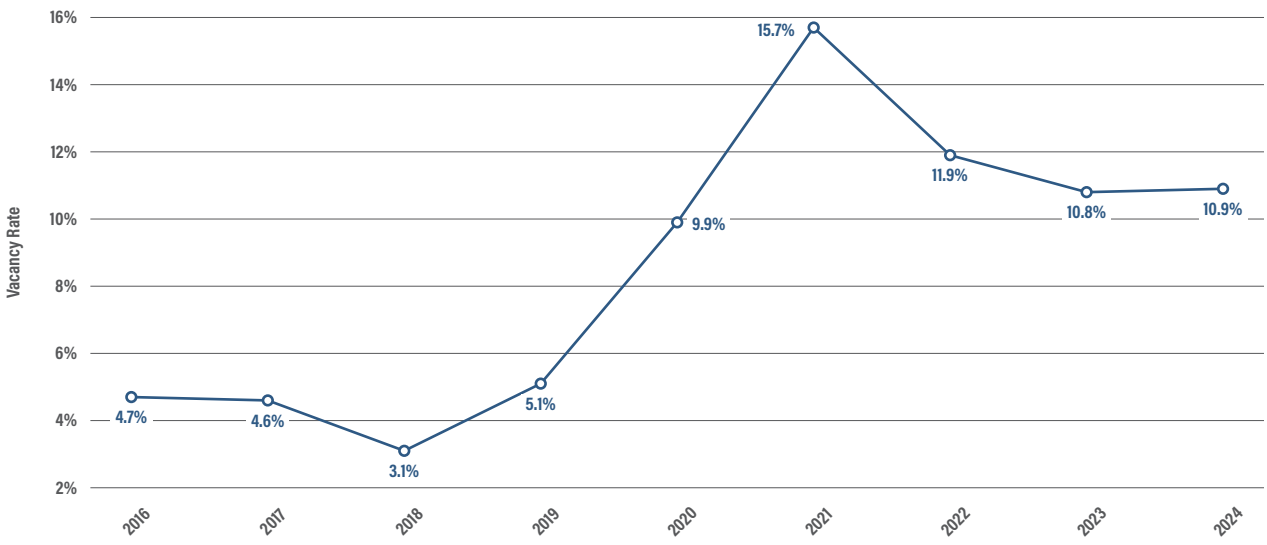
[12] Lily Janiak. "Can Bay Area Theaters Make Subscriptions Sexy Again? A Quick Survey Shows Subscription Declines of 23% to 61% Since the Pandemic." Datebook/San Francisco Chronicle, July 26, 2023. https://datebook.sfchronicle.com/theater/bay-area-theater-subscription-18197863.

Ecosystem Challenges

These financial and audience pressures are compounded by the broader struggles facing Berkeley's urban environment. Empty storefronts, shuttered restaurants, and declining foot traffic have weakened the vibrancy that cultural districts depend on to attract and sustain audiences. As one stakeholder noted, "The Downtown area, like many downtown areas, is visibly struggling to retain tenants and drive foot traffic, which is concerning." "In 2024, Downtown Berkeley's ground floor commercial vacancy rate sat well above pre-pandemic levels (Figure 21). At 10.9%, the vacancy rate was more than double its 3.1% rate in 2019 — driven in large part by the enduring shift to remote and hybrid work, which has sharply reduced demand for traditional office space across the Bay Area. Fewer daily office workers have also meant fewer customers to nearby restaurants, cafés, and shops, which has in turn contributed to a rise in retail vacancies. These economic pressures are compounded by heightened safety concerns and ongoing transportation limitations, which have further reduced accessibility. The result is a more difficult operating environment for cultural organizations: even well-resourced institutions face added headwinds, while smaller and midsize groups struggle most to regain stability.

Across all of these challenges, the recent suspension of Aurora Theatre Company activities in mid-2025 exemplifies how these pressures converge: leadership has pointed to attendance never fully recovering from the pandemic, skyrocketing costs, and shifting philanthropic priorities as factors threatening its future.[13] The theatre joins a growing list of Berkeley organizations that have already closed or gone dormant—including the Bay Area Children's Theatre, TheatreFirst, and the Youth Musical Theatre Company. The precarity extends to the city's remaining flagship organizations as well: Berkeley Repertory Theatre faces a $5 million deficit, Berkeley Symphony is operating with a reported $500,000 structural deficit, and Freight & Salvage has a $200,000 deficit—illustrating how fragile the ecosystem remains.[14]

Figure 21: Downtown Berkeley Groundfloor Commercial Vacancy Rate | 2016–2024



Note: Includes office and retail properties.
Source: City of Berkeley Office of Economic Development, CVL Economics.

[13] Lily Janiak, "Bay Area theater moves to lay off staff, vacate downtown Berkeley venue," San Francisco Chronicle, August 12, 2025, https://www.sfchronicle.com/entertainment/article/aurora-theatre-layoffs-venue-vacate-20813096.php

[14] Stakeholder interviews.



THE CITY OF BERKELEY'S RETURN ON INVESTMENT IN THE CREATIVE ECONOMY DURING THE PANDEMIC (2020–2022)

While revenues across Berkeley's arts and culture ecosystem remain below pre-pandemic levels, it is important to consider not only what was lost but also what was preserved. Every organization that received Arts Organization Continuity Grant or BARG funding was required to demonstrate clear financial hardship as a condition of eligibility. In the case of Arts Organization Continuity Grants, for example, applicants had to show at least a 25% decline in earned revenue. Half of the grantee organizations experienced revenue loss of over 40%, and some organizations experienced a 100% decline in earned revenue.

Survey results highlight the critical role of the City of Berkeley's funding intervention. More than one-quarter of grantees (28%) reported receiving no other pandemic relief. For these organizations, the City's programs were their only source of external support. Without this funding, it is reasonable to assume that many would have been unable to sustain operations in Berkeley—likely joining the 17 organizations that ultimately closed between 2020 and 2024.

Over a five-year period (2020–2024), **the absence of City relief and recovery support would have resulted in an estimated additional $12.9 million in revenue losses across the local arts and culture ecosystem by 2024.[15] As such, the preservation effect of the City of Berkeley's $2.5 million investment in pandemic relief and recovery support to arts and culture organizations in Berkeley extended far beyond the immediate crisis.**

[13] CVL Economics quantified the value of organizations preserved by City funding using organizational operating revenue as the basis, drawing from a master grantee revenue dataset compiled by our firm. This dataset integrates IRS Form 990 filings for each organization and supplementing with revenue data from the City of Berkeley's grant application database and grantee survey responses to fill in gaps. Applying the 28% figure of Berkeley grantees who reported receiving no other pandemic relief to the revenue data as a baseline, and weighting by organizational size (since smaller groups found Berkeley's funds more impactful), $12.9 million is the estimated total revenue value of the at-risk organizations.



When taking into account direct and ripple effects across the local supply chain, **every $1 in City funding leveraged at least $5.64 in ongoing arts and culture economic activity.** This figure was derived using IMPLAN (Impact Analysis for Planning) input–output modeling, which captures not only the direct impacts on grantee organizations and their employees, but also the supply chain effects on local vendors, contractors, and service providers, as well as the induced effects of household spending by arts and related workers.[16] In this way, the estimate reflects the broader ecosystem value preserved by the City's relief and recovery efforts—extending beyond the prevention of immediate closures to safeguarding a network of organizations that continue to generate jobs, sustain community programming, and contribute to local tax revenues today.

While emergency relief and recovery support alone cannot address the sector's long-term structural challenges—particularly around rising costs and audience recovery—the City of Berkeley's intervention illustrates how targeted municipal support can serve as an effective bridge during periods of acute disruption, maintaining cultural capacity that might otherwise be permanently lost.

[16] See Appendix A.2 for more details on return on investment methodology.



PANDEMIC RELIEF AND RECOVERY FOR ARTS & CULTURE INDIVIDUALS

In addition to pandemic relief and recovery grants awarded to arts and culture organizations, the City of Berkeley awarded $523,089 across three grant programs between 2020 and 2022 for Berkeley-based individuals engaged in the arts (Figure 22).

These programs aimed to sustain the livelihoods of artists, performers, and cultural practitioners who faced significant income loss due to COVID-19 disruptions. In particular, they prioritized support for lower-income individuals and those from historically underrepresented communities, providing direct financial assistance at a time when creative work opportunities were severely limited.

THE EAST BAY/OAKLAND RELIEF FUND FOR INDIVIDUALS IN THE ARTS (2020)

This program was a regional emergency grant launched in May 2020 to support artists and cultural workers in Alameda and Contra Costa counties. Administered by the Center for Cultural Innovation (CCI), the fund included $49,000 directly from the City of Berkeley, which ultimately leveraged a total of $64,500 in awards to Berkeley artists. The additional dollars came from unrestricted contributions by local foundations,[17] meaning Berkeley's participation drew in more resources to benefit the local community than the City invested directly. In total, 515 individuals received grants of up to $1,500—including 47 Berkeley artists. The program prioritized BIPOC, immigrant, disabled, and trans individuals and was designed to provide fast, non-taxable relief without requiring tax or citizenship documentation.

THE BERKELEY ART WORKS PROJECTS GRANTS (2021)

First launched in 2021 by the City's Civic Arts Program, the Berkeley Art Works Projects (BAWP) grants awarded nearly $182,339 in grants to 32 Berkeley-based artists, performers, and community members to create temporary public art projects. These works addressed themes of public health, economic resilience, and community belonging. The program's name was a deliberate play on the Works Progress Administration (WPA), the New Deal–era initiative that employed artists to create public works during the Great Depression. In a similar spirit, BAWP was designed not simply as relief funding but as an employment initiative—providing income to artists while generating public benefit through new creative works.

Funded through the City's Cultural Trust Fund (Fund 148) BAWP supported creative responses to the emotional and social toll of the pandemic and produced public artworks across the city. Unlike the other pandemic grant programs for individual artists and cultural workers, these awards functioned more like compensation for services rendered, including related material costs—ensuring that artists were paid to create projects that directly engaged and benefitted the Berkeley community.

BERKELEY ARTS RECOVERY GRANTS (BARG) FOR ARTISTS AND CULTURAL PRACTITIONERS (2022)

Aimed at supporting individual artists and cultural practitioners impacted by the pandemic, this program was administered in partnership with the CCI and funded through ARPA. In 2022, it awarded $276,250 to 114 Berkeley-based recipients, with grant amounts ranging from $1,250 to $8,000. Priority was given to those experiencing significant financial hardship, particularly from historically marginalized communities, and applicants were evaluated based on income loss from arts-related work, geographic distribution, and residence in underserved neighborhoods. Grants were unrestricted and designed to sustain creative practitioners during a period of prolonged economic instability.

[17] Berkeley Relief Fund, "About the Berkeley Relief Fund," https://berkeleyrelieffund.org/about/.

Figure 22: Summary of Berkeley Pandemic Relief and Recovery Grants for Individuals in Berkeley

	PROGRAM YEAR	RECIPIENT TYPE	NUMBER OF GRANTEES	TOTAL AMOUNT AWARDED	AVERAGE GRANT AWARDED
EAST BAY/OAKLAND RELIEF FUND FOR INDIVIDUALS IN THE ARTS*	2020	Individual artists and arts workers	47	$64,500	$1,372
BERKELEY ART WORKS PROJECT (BAWP)	2021	Individual artists, performers, and community members	32	$182,339	$5,698
BERKELEY ARTS RECOVERY GRANTS (BARG) FOR ARTISTS AND CULTURAL PRACTITIONERS	2022	Individual artists, culture bearers, teaching artists	114	$276,250	$2,423

*Table includes only the program's Berkeley allocations.
Source: City of Berkeley, CVL Economics.

Pandemic Relief and Recovery Grant Impact for Arts & Culture Individuals in Berkeley

These awards reached artists across a wide range of creative disciplines spanning visual and performing arts, literary arts, design, digital media, education, and folk/traditional practices. This diversity highlights how the relief and recovery programs not only sustained individual incomes, but also helped preserve the city's rich and multifaceted cultural landscape during a time of widespread disruption.

Direct-to-artist pandemic support played a vital role in stabilizing household budgets during an unprecedented crisis. The awards—ranging from an average of $1,372 through the East Bay/Oakland Relief Fund to $5,698 through the Berkeley Art Works Projects—provided a critical bridge for individual artists, teaching artists, and culture bearers to cover essential living costs. For many, this meant helping to cover essential household expenses, such as rent or mortgage payments, groceries, utilities, or medical bills, at a time when other income sources had collapsed. In this way, relief and recovery dollars not only stabilized artists and their families but also circulated quickly back into Berkeley's local economy, sustaining neighborhood grocery stores, restaurants, landlords, and service providers during a broader period of contraction.



To put their value into context, the scale of the grants becomes especially clear when measured against local housing costs. The median monthly individual housing payment (including renters and owners) for Berkeley arts and culture workers is $1,100.[18] Housing is often the single largest expense for artists and cultural workers, and in the context of widespread income loss, even short-term support provided critical stability.

In May 2020, the East Bay/Oakland Relief Fund arrived during the immediate aftermath of shutdowns when uncertainty was at its peak. The average $1,372 awarded to each individual

[18] This is the median per capita housing payment for Berkeley arts and culture workers, which adjusts for household size. This figure is calculated from the U.S. Census Bureau's 2023 5-Year Public Use Microdata Sample (PUMS), which averages data collected between 2019 and 2023.

represented the equivalent of just over one month of rent (Figure 23). Although smaller in size than the other individual grants, this was a meaningful bridge for artists facing a sudden collapse of earned income, helping them cover essential living expenses when opportunities were limited.

The Berkeley Art Works Projects (2021) provided the most substantial lifeline for awarded individuals, with average grants of $5,698. Assuming 25% of each grant was allocated toward material costs, the BAWP grant covered nearly four months of average individual housing costs. At a moment when the sector was still struggling with extended closures, this level of support allowed artists to stabilize their personal circumstances while working on their creative practice and benefiting the general Berkeley public by improving the public realm with works of art and performances.

Finally, the Berkeley Arts Recovery Grants (2022) offered average awards of $2,423, or the equivalent of more than two months of rent. While smaller than the BAWP program, this support was still critical in providing paid opportunities for artists at a time when many venues remained closed and other sources of work were scarce.

Figure 23: Average Grant Value in Terms of Individual Housing Costs

	AVERAGE GRANT AWARD	EQUIVALENT MONTHS OF INDIVIDUAL HOUSING COSTS *
EAST BAY/OAKLAND RELIEF FUND FOR INDIVIDUALS IN THE ARTS**	$1,372	1.3 Months
BERKELEY ART WORKS PROJECTS (BAWP)	$5,698	3.9 Months***
BERKELEY ARTS RECOVERY GRANTS (BARG) FOR ARTISTS AND CULTURAL PRACTITIONERS	$2,423	2.2 Months

* Based on the median monthly per capita housing payment for Berkeley arts and culture workers, averaged across 2019–2023.
**Table includes only the program's Berkeley allocations.
*** Since BAWP grants covered paid public art projects, this reflects the assumption that 25% of the grant covered material costs for the project.

Source: City of Berkeley, U.S. Census Bureau 5-Year American Community Survey Public-Use Microdata Sample (2023), CVL Economics.

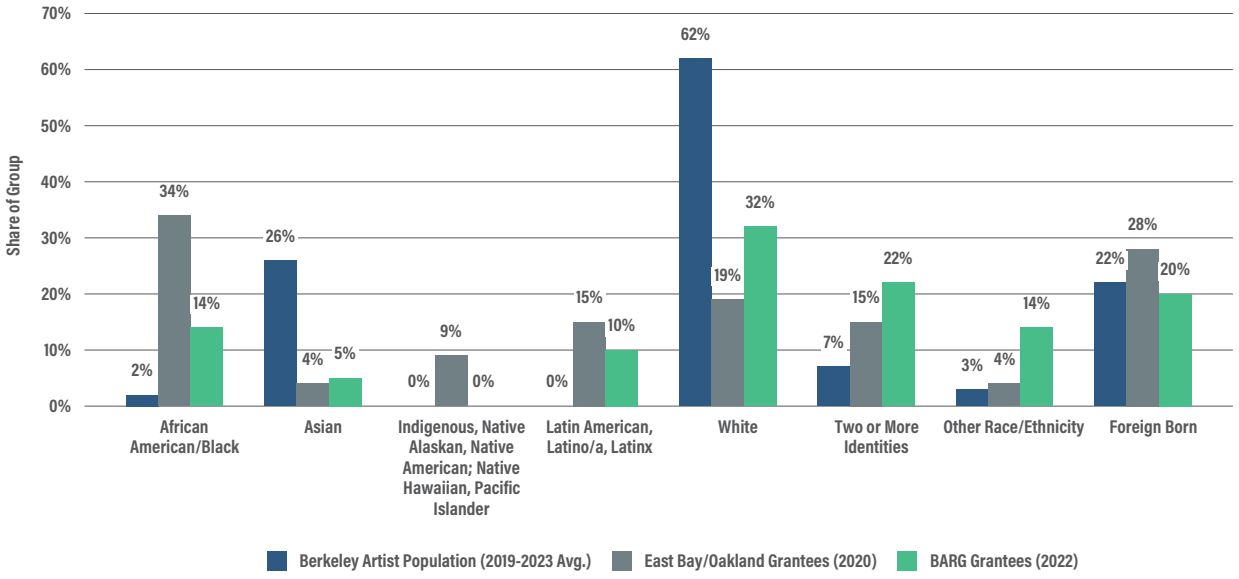
AN EQUITABLE FUNDING APPROACH

The demographic makeup of individual artist grantees in Berkeley reflects the City of Berkeley's commitment to cultural equity and inclusion in its pandemic relief and recovery efforts. In terms of race and ethnicity distribution, while African American or Black residents make up just 2% of Berkeley's artist population,[19] they represented 14% of BARG grantees and 34% of East Bay/Oakland Relief Fund grantees (Figure 24). Similarly, individuals identifying as Latinx, Indigenous or Native, and those of two or more racial identities were represented at significantly higher rates than their proportions in the general population, suggesting that relief and recovery funds were effectively prioritized for historically marginalized communities.

Although Asian residents comprised only 5% of BARG and 4% of East Bay/Oakland grantees while accounting for 26% of Berkeley's general population, this disparity reflects the composition of the applicant pool, and awards largely mirrored the share of Asian-identifying applicants. Additionally, foreign-born individuals made up 28% of East Bay/Oakland grantees and 20% of BARG grantees, compared to 22% of Berkeley's artist population.

These trends highlight how the City of Berkeley's cultural relief and recovery programs for individual artists during the pandemic not only addressed economic precarity, but also advanced racial and cultural equity by investing in artists who have been historically excluded from opportunities and in communities disproportionately impacted by the pandemic.

Figure 24: Demographic Distribution of Pandemic-Era Grantees Compared to Berkeley's Total Artist Population | 2019–2023



Note: Includes grantee data for the BARG and East Bay/Oakland programs; these were the two largest programs in terms of number of grant recipients. See Appendix A.3 for detailed methodology on defining the Berkeley artist population.
Source: City of Berkeley, U.S. Census Bureau American Community Survey 5-Year Public Use Microdata Sample (2023), CVL Economics.

[18] The Berkeley artist population is defined as individuals working in selected occupations identified by the federal Standard Occupational Classification (SOC) codes, which includes jobs in visual arts and design; media and communications; performing arts; film, television, and digital media; and other creative technical roles. See Appendix A.3 for a detailed methodology and list of SOC codes.



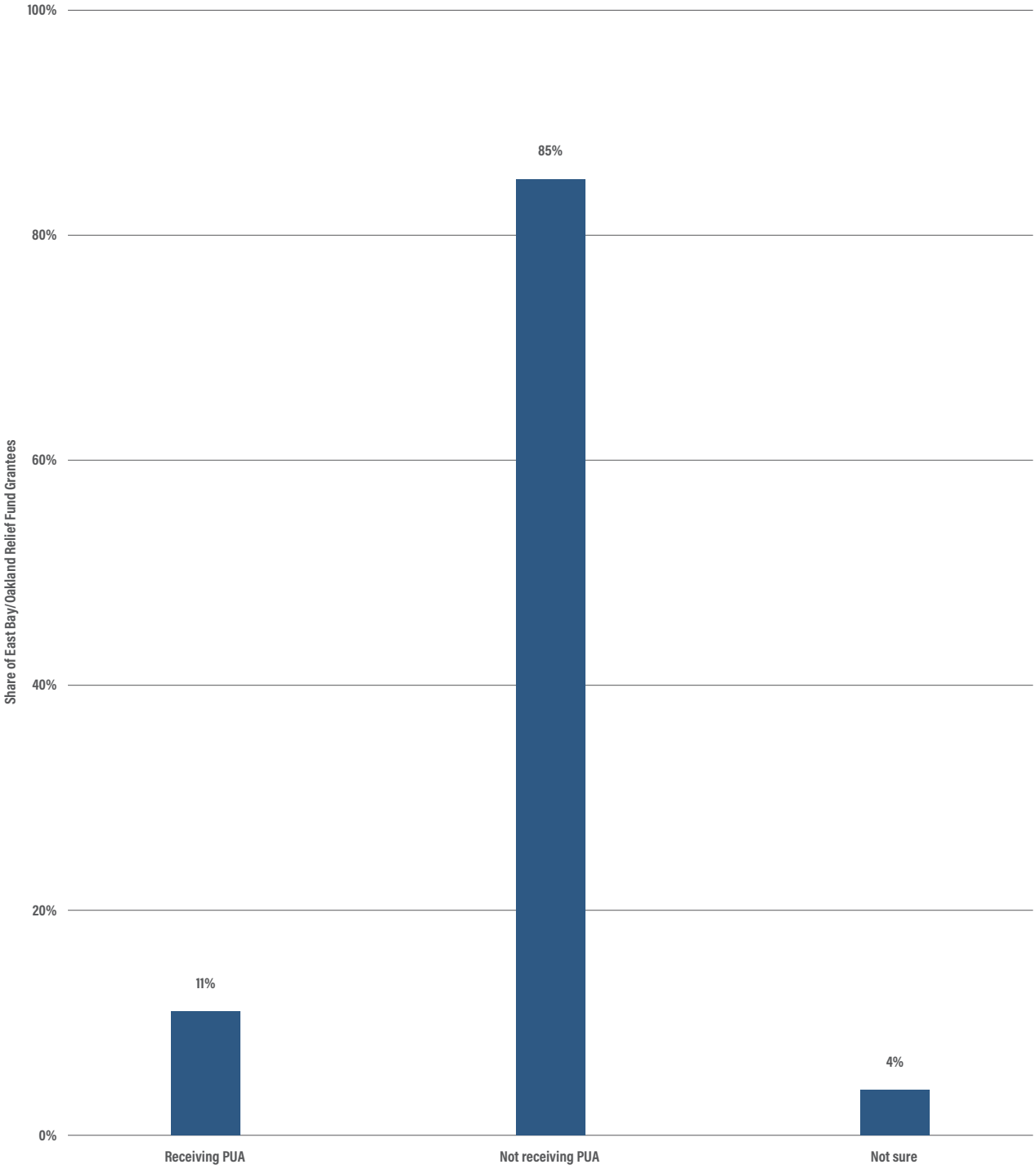
Understanding Artist Needs

Creative work is often characterized by freelance, gig-based, or self-directed employment—forms of labor that typically fall outside traditional systems of worker protections and public benefits. During the pandemic, federal programs like Pandemic Unemployment Assistance (PUA) were created to extend eligibility to independent contractors and self-employed workers, offering critical relief for many in the arts. Yet in the earliest months of the shutdown, PUA was slow to roll out and many applicants faced delays or administrative hurdles before receiving payments.

This made the City of Berkeley's early intervention in funding this population all the more vital. Nearly 85% of East Bay/Oakland Relief Fund grantees reported they had not yet received PUA at the time of their City of Berkeley grant application (Figure 25). By moving quickly, Berkeley's contribution to this regional relief effort ensured that artists received immediate support when other aid was not yet available. These local grants filled a critical gap, helping to cover housing, food, and other essentials at the peak of uncertainty, and allowing many artists to remain in Berkeley when displacement was a real risk.

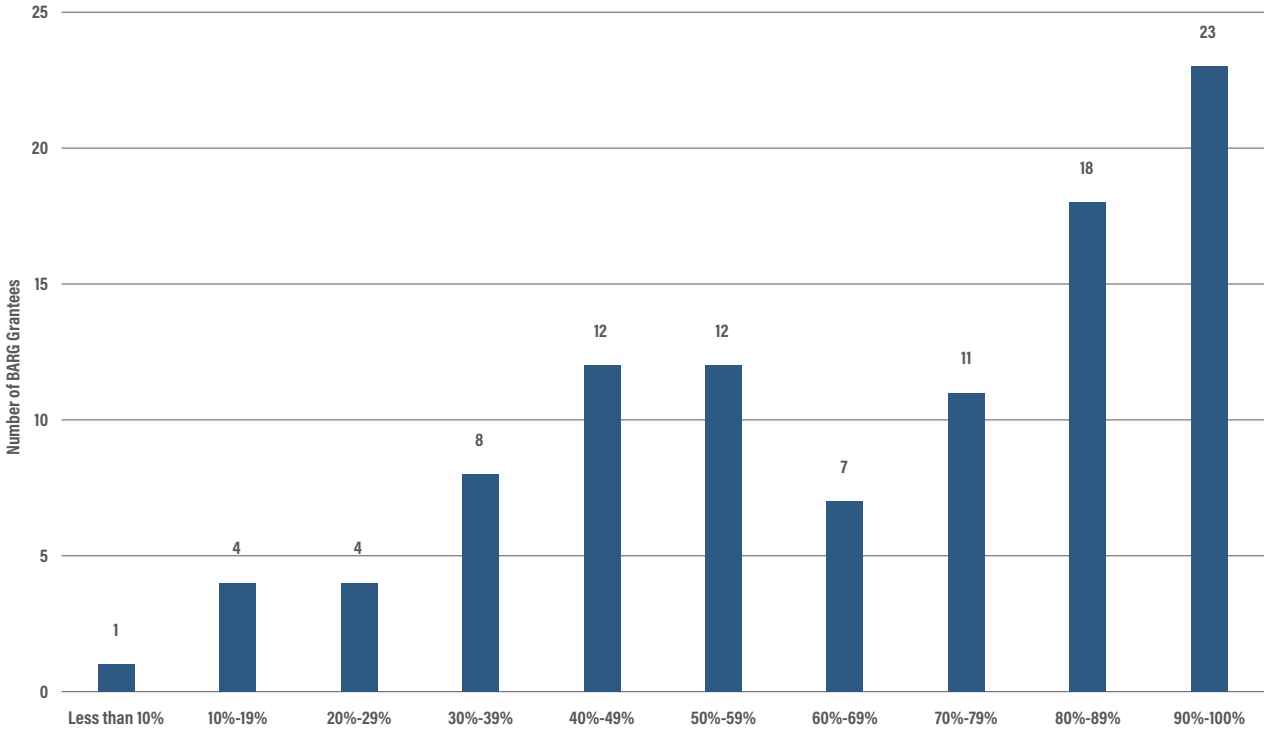
Berkeley's pandemic relief and recovery grants reached artists who were among the hardest hit by the crisis. More than half of all grantees experienced a loss of 50% or more in their arts-related income between 2019 and 2020, including nearly one-quarter who lost 90% to 100% of their income during that period (Figure 26). Indeed, two-thirds of grantees reported making less than $10,000 in arts-related income in 2020, and over 90% earned under $30,000 that year (Figure 27).

Figure 25: Share of Grantees Receiving Pandemic Unemployment Assistance (PUA) Benefits at Time of Grant Application | May–June 2020



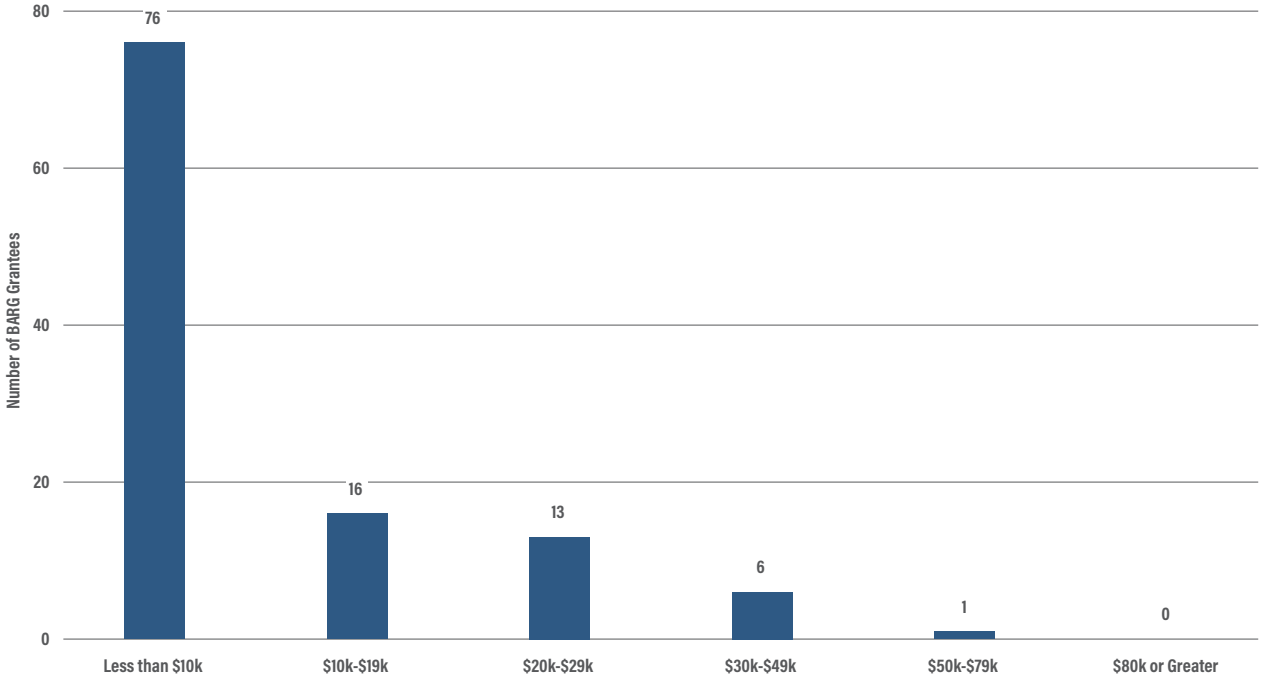
Note: Includes grantee data for the East Bay/Oakland Relief Fund program.
Source: City of Berkeley, CVL Economics.

Figure 26: Number of BARG Grantees by Percentage of Arts-Related Income Lost between 2019–2020



Source: City of Berkeley, CVL Economics.

Figure 27: Number of BARG Grantees by 2020 Arts-Related Income Bracket



Source: City of Berkeley, CVL Economics.

CONCLUSION: SUSTAINING BERKELEY'S ARTS & CULTURE ECOSYSTEM

Arts and culture form a vital part of Berkeley's community life—shaping the city's identity, enriching public spaces, and providing opportunities for connection, creativity, and expression.

A thriving cultural ecosystem depends on many interlocking parts from individual artists and small collectives to established organizations and major venues. When this ecosystem is under strain, the effects ripple outward, limiting opportunities for participation, weakening creative networks, and eroding the cultural vibrancy that defines the city.

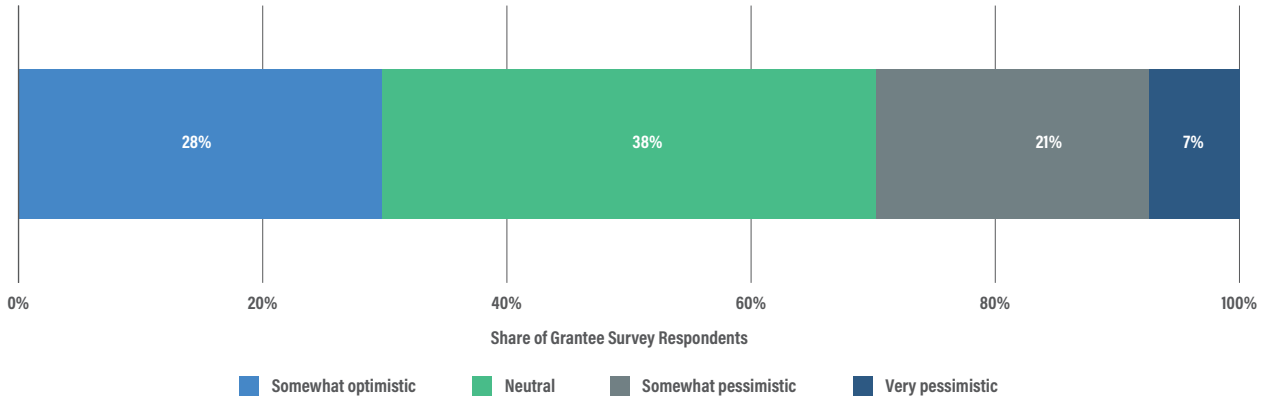
The stability of cornerstone cultural institutions is critical not just for their own survival, but for the vitality of the entire artistic ecosystem. When even established organizations are at risk, it threatens Berkeley's identity as a cultural center and sends discouraging signals to smaller companies and emerging artists working to establish themselves. Protecting these institutions is therefore about more than sustaining current programming—it is about safeguarding pathways for future generations and ensuring that the region continues to foster creativity, innovation, and community engagement.

Berkeley's pandemic relief and recovery efforts were extraordinary in both scale and impact. By mobilizing more than $3 million for both individuals and organizations in emergency grants, the City provided lifelines to dozens of arts and culture organizations and nearly 200 individual artists during one of the most disruptive crises in modern history. These funds helped prevent permanent closures, sustained creative practices, and ultimately enabled Berkeley to prevent its creative fabric from completely fraying.

Yet the road ahead remains uncertain. One-time relief and recovery funding helped many organizations and artists survive the immediate crisis, but long-term sustainability will require ongoing attention and investment. High operating costs—commercial rents, wages, utilities, insurance—remain a persistent burden. At the same time, philanthropic support is tightening and public funding sources remain limited and highly competitive.

Survey responses reflect both resilience and fragility on the outlook of Berkeley's arts & culture sector (Figure 28 and Figure 29). Many see renewed energy, community demand, and resilience across Berkeley's cultural landscape. At the same time, others remain deeply concerned about financial sustainability, affordability, and the slow pace of recovery from the COVID-19 Pandemic of 2020. This split outlook underscores the importance of funding continuity: without sustained support, hard-won gains may erode, but with targeted continued investment, the City of Berkeley can solidify its reputation as a cultural hub while ensuring equitable access to arts for future generations.

Figure 28: Outlook on Berkeley's Arts & Culture Sector from Grant Recipients | June 2025



N = 30
Source: CVL Economics Survey (2025).

Figure 29: Detailed Outlook on Berkeley's Arts & Culture Sector from Grant Recipients | June 2025

OPTIMISTIC OUTLOOKS	UNCERTAIN OUTLOOKS
Strong interest and engagement in the arts; hopeful audiences are returning.	Many feel it's "too early to tell" which direction things are headed.
Community demand and momentum despite challenges.	Concerned about long-term sustainability, closures, and diminished philanthropy.
Commitment from City of Berkeley and collaborative spirit cited as positive drivers.	Rising Bay Area costs, lack of viable performance space, and drying up of public support noted as major risks.
Seeing demand for mid-size venues and opportunities for new spaces.	Downtown struggles (e.g., reduced foot traffic, empty storefronts, crime) hurting recovery.
Confidence in sector resilience, innovation, and interdependence.	Audiences slower to return; uncertain policy environment and ongoing affordability crisis.

N = 30
Source: CVL Economics Survey (2025).

APPENDIX

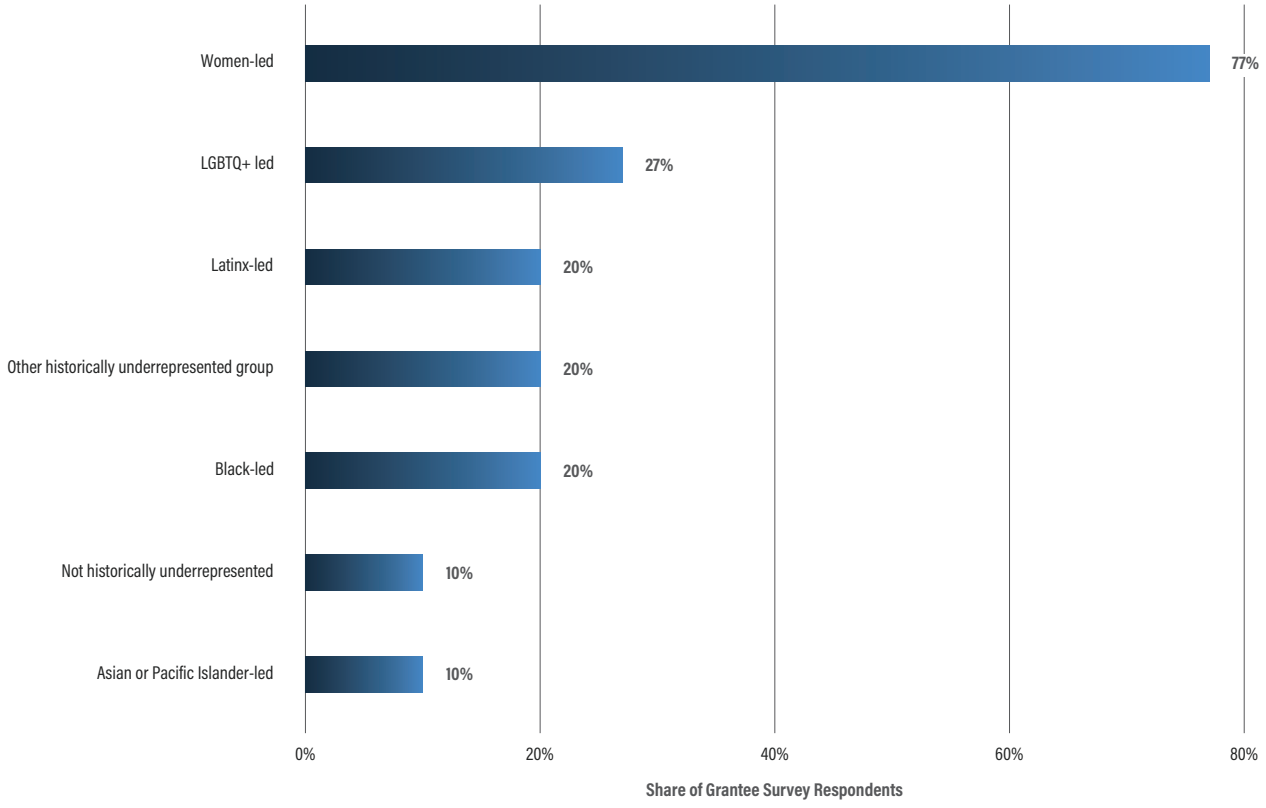
A.1: SURVEY OF BERKELEY ARTS & CULTURE ORGANIZATION GRANT RECIPIENTS

To better understand how Berkeley's pandemic relief and recovery funding shaped the local arts ecosystem, CVL Economics surveyed grantee organizations. Of the 88 organizations that received support through the Arts Organization Continuity Grants (2020) or the Berkeley Arts Recovery Grants (BARG, 2022), 30 (34%) completed the survey, providing valuable insights into both the immediate and lasting effects of the City's investment.

The survey captured a diverse mix of organizations in terms of size, discipline, and leadership demographics. Respondents ranged from very small, community-based nonprofits with annual budgets under $100,000 to larger institutions with multimillion-dollar operations. Disciplines represented included performing arts, visual arts, festivals, and educational organizations, reflecting the broad spectrum of Berkeley's creative ecosystem. Responses also included organizations led by people of color, LGBTQ+ leaders, and women, ensuring that a range of perspectives and experiences were reflected in the findings.

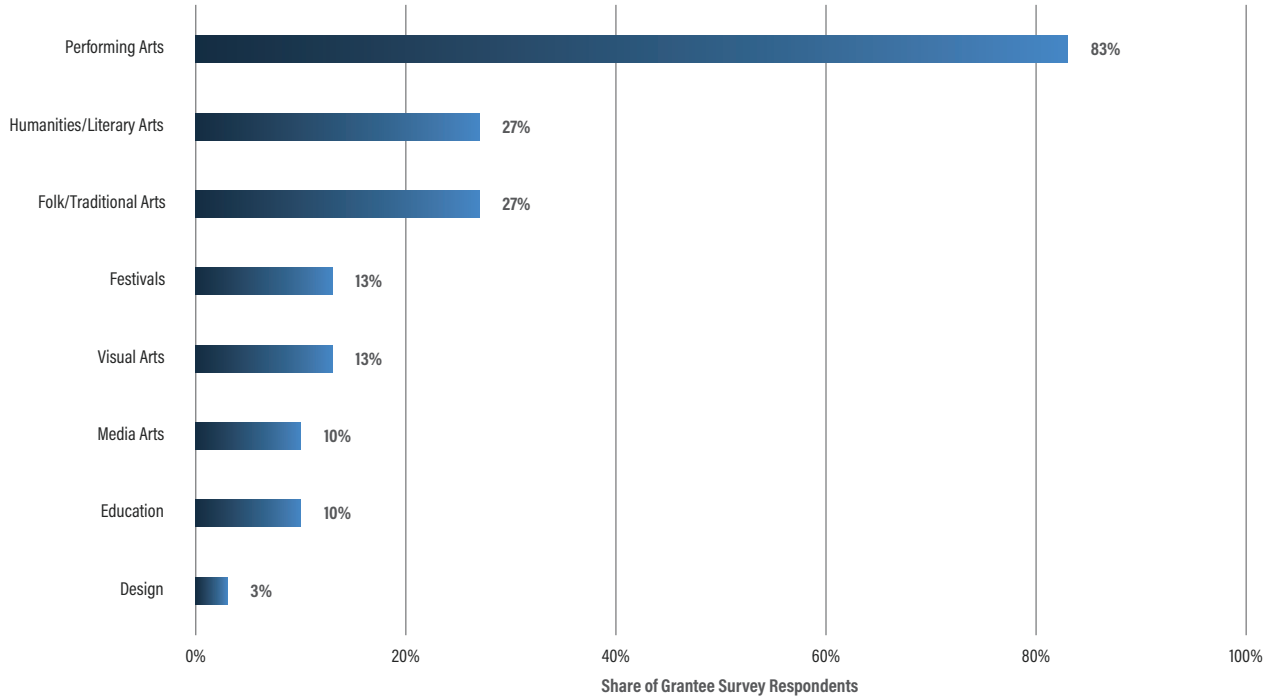
Additional survey responses can be found below.

Figure A.1.1 Share of Respondents by Leadership Demographics



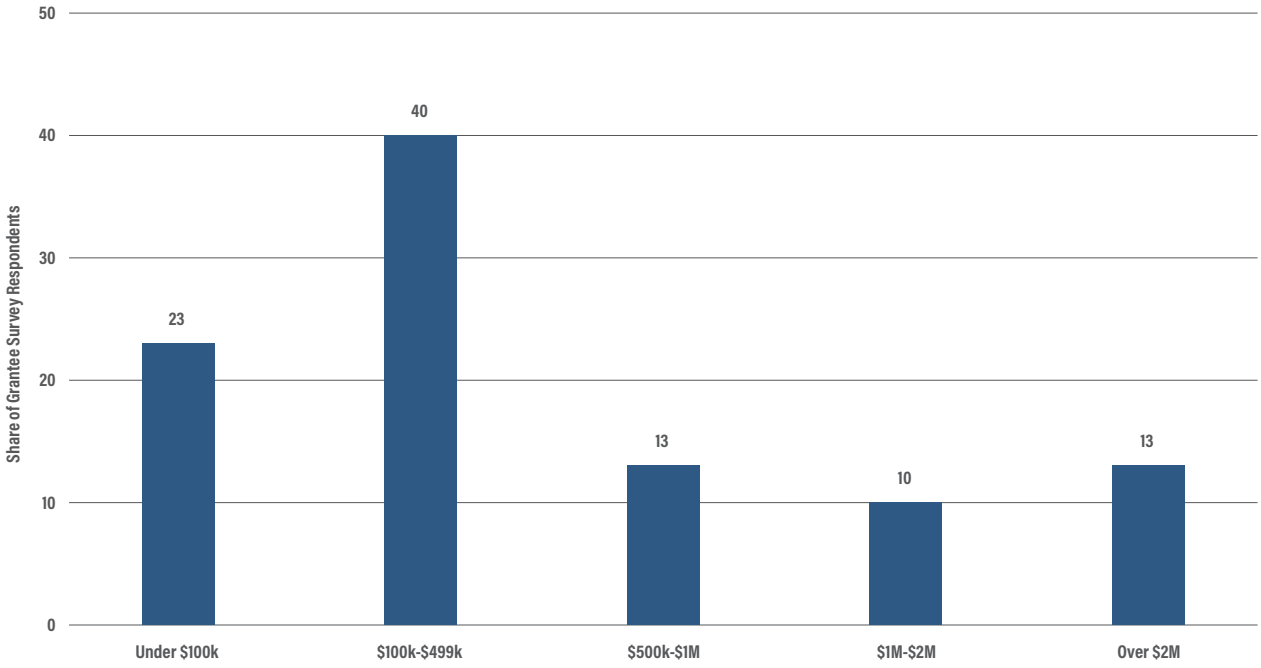
N = 30
Source: CVL Economics Survey (2025).

Figure A.1.2 Share of Respondents by Arts & Culture Discipline (Multi-Choice)



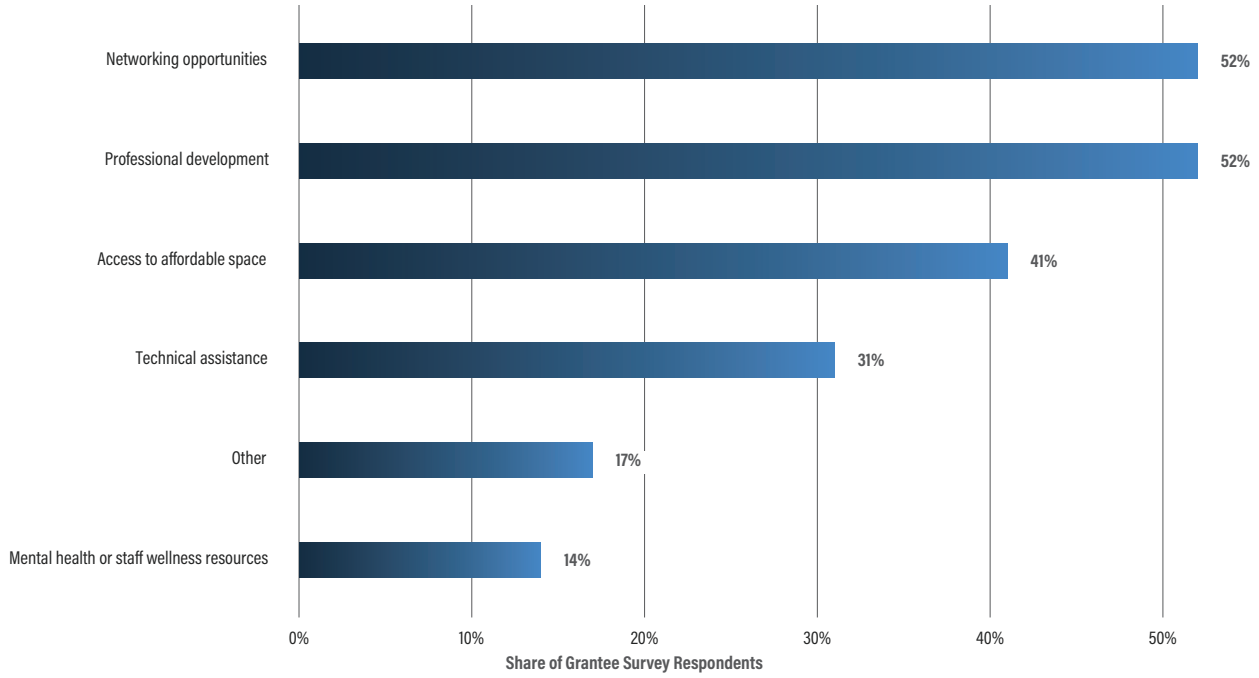
N = 30
Source: CVL Economics Survey (2025).

Figure A.1.3 Share of Respondents by Organization Size



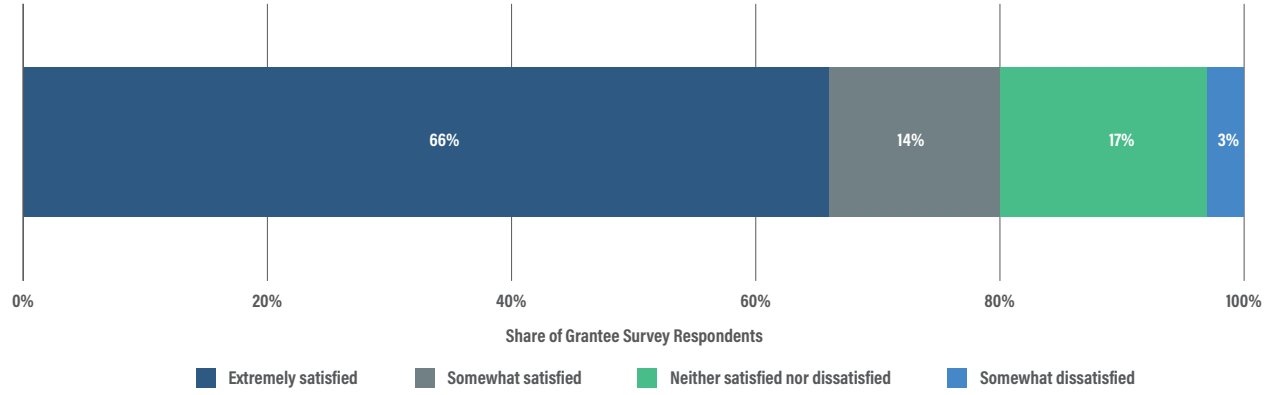
N = 30
Source: CVL Economics Survey (2025).

Figure A.1.4 Top Organizational Support Needs Beyond Funding for 2025–2030



N = 30
Source: CVL Economics Survey (2025).

Figure A.1.5 Degree of Satisfaction with Administration of Pandemic Relief and Recovery Grants in Berkeley | 2020–2022



N = 30
Source: CVL Economics Survey (2025).

A.2: BERKELEY'S RETURN ON INVESMENT ON PANDEMIC RELIEF AND RECOVERY FUNDING TO ARTS AND CULTURE ORGANIZATIONS

The City of Berkeley's relief and recovery funding for arts and culture organizations was evaluated through a return on investment (ROI) framework, designed to measure not only immediate stabilization but also the longer-term value preserved in the local economy.

The first step was to define the scope of the creative economy in order to capture impacts across the entire creative ecosystem. Economic data are reported using the standardized North American Industry Classification System (NAICS), which allows for consistency and comparability across datasets. Because no single NAICS code fully captures this sector, CVL Economics developed a curated set of industries spanning performing arts, visual arts, film, media, design, and related support services (see below for a detailed list of NAICS codes).

We quantified the value of organizations preserved by City funding using organizational revenue as the basis, drawing from a master grantee revenue dataset compiled by CVL Economics. This dataset integrates IRS Form 990 filings for each organization and supplementing with revenue data from the City of Berkeley's grant application database and grantee survey responses to fill in gaps. Grantee surveys and applications also established a baseline of financial hardship: all recipients of Arts Organization Continuity Grants and Berkeley Arts Recovery Grants (BARG) documented significant revenue losses. Survey results further revealed that 28% of grantees received no other pandemic relief, making the City of Berkeley's support their sole external lifeline.

Using the master revenue dataset and the 28% figure as a baseline for the additional organizations that would have closed without funding (and weighting by organizational size to reflect the greater impact of funding on smaller groups), we estimate that the combined annual revenues of these at-risk organizations totaled $12.9 million.

To translate these preserved revenues into economic ROI, we employed IMPLAN's input–output modeling system. IMPLAN is widely used by governments and researchers to quantify the total value of an investment, capturing not only the direct benefits to grantees, but also the indirect benefits to vendors, contractors, and service providers, as well as the induced effects from household spending by arts workers. This analysis found that these preserved arts organizations generated a total of $14 million in economic output in the City of Berkeley, reflecting the full ripple effects across the local economy.

Through this framework, we estimate that every $1 invested by the City leveraged at least $5.64 in ongoing arts and culture economic activity. This ratio represents the ROI of Berkeley's $2.5 million in relief and recovery funding to arts and culture organizations.

Figure A.2 Creative Economy Industry Classification Codes

INDUSTRY CATEGORY AND DESCRIPTION	NAICS
ARCHITECTURE & DESIGN	
Ornamental and Architectural Metal Work Manufacturing	332323
Architectural Services	541310
Landscape Architectural Services	541320
Drafting Services	541340
Interior Design Services	541410
Industrial Design Services	541420
COMMUNICATION DESIGN	
Graphic Design Services	541430
Advertising Agencies	541810
Photography Studios, Portrait	541921
Commercial Photography	541922
ENTERTAINMENT & DIGITAL MEDIA	
Motion Picture and Video Production	512110
Motion Picture and Video Distribution	512120
Teleproduction and Other Postproduction Services	512191
Sound Recording Studios	512240
Software Publishers	513210
Radio Broadcasting Stations	516110
Television Broadcasting Stations	516120
Media Streaming Distribution Services, Social Networks, Other Media Networks and Content Providers	516210

INDUSTRY CATEGORY AND DESCRIPTION	NAICS
FASHION	
Fiber, Yarn, and Thread Mills	313110
Broadwoven Fabric Mills	313210
Narrow Fabric Mills and Schiffli Machine Embroidery	313220
Nonwoven Fabric Mills	313230
Knit Fabric Mills	313240
Textile and Fabric Finishing Mills	313310
Fabric Coating Mills	313320
Apparel Knitting Mills	315120
Cut and Sew Apparel Contractors	315210
Cut and Sew Apparel Manufacturing (except Contractors)	315250
Apparel Accessories and Other Apparel Manufacturing	315990
Footwear Manufacturing	316210
Other Leather and Allied Product Manufacturing	316990
Toilet Preparation Manufacturing	325620
Jewelry and Silverware Manufacturing	339910
Jewelry, Watch, Precious Stone, and Precious Metal Merchant Wholesalers	423940
Piece Goods, Notions, and Other Dry Goods Merchant Wholesalers	424310
Footwear Merchant Wholesalers	424340
Clothing and Clothing Accessories Merchant Wholesalers	424350
Other Specialized Design Services	541490
FINE ARTS SCHOOLS	
Fine Arts Schools	611610
FURNITURE, TOYS & DECORATIVE ARTS	
Carpet and Rug Mills	314110
Curtain and Linen Mills	314120
Textile Bag and Canvas Mills	314910
Rope, Cordage, Twine, Tire Cord, and Tire Fabric Mills	314994
All Other Miscellaneous Textile Product Mills	314999
Pottery, Ceramics, and Plumbing Fixture Manufacturing	327110
Other Pressed and Blown Glass and Glassware Manufacturing	327212
All Other Miscellaneous Nonmetallic Mineral Product Manufacturing	327999
Wood Kitchen Cabinet and Countertop Manufacturing	337110
Upholstered Household Furniture Manufacturing	337121
Nonupholstered Wood Household Furniture Manufacturing	337122
Household Furniture (except Wood and Upholstered) Manufacturing	337126
Institutional Furniture Manufacturing	337127

INDUSTRY CATEGORY AND DESCRIPTION	NAICS
Wood Office Furniture Manufacturing	337211
Custom Architectural Woodwork and Millwork Manufacturing	337212
Office Furniture (except Wood) Manufacturing	337214
Showcase, Partition, Shelving, and Locker Manufacturing	337215
Mattress Manufacturing	337910
Blind and Shade Manufacturing	337920
Doll, Toy, and Game Manufacturing	339930
Furniture Merchant Wholesalers	423210
Home Furnishing Merchant Wholesalers	423220
Toy and Hobby Goods and Supplies Merchant Wholesalers	423920
PUBLISHING & PRINTING	
Commercial Printing (except Screen and Books)	323111
Commercial Screen Printing	323113
Books Printing	323117
Support Activities for Printing	323120
Book, Periodical, and Newspaper Merchant Wholesalers	424920
Newspaper Publishers	513110
Periodical Publishers	513120
Book Publishers	513130
Directory and Mailing List Publishers	513140
Greeting Card Publishers	513191
All Other Publishers	513199
Libraries and Archives	519210
VISUAL & PERFORMING ARTS	
Musical Instrument Manufacturing	339992
Art Dealers	459920
Theater Companies and Dinner Theaters	711110
Dance Companies	711120
Musical Groups and Artists	711130
Other Performing Arts Companies	711190
Agents and Managers for Artists, Athletes, Entertainers, and Other Public Figures	711410
Independent Artists, Writers, and Performers	711510
Museums	712110

A.3: DEFINING BERKELEY'S ARTIST POPULATION

To analyze Berkeley's artist workforce, we defined an "artist population" within the Public Use Microdata Sample (PUMS) based on occupational classifications. Specifically, we restricted the dataset to individuals whose Standard Occupational Classification (SOC) codes align with creative, cultural, and artistic work.

The SOC codes were used to capture a wide spectrum of artistic and creative occupations, including:

- **Visual arts and design fields** (e.g., art directors, fine artists, designers, animators, architects)
- **Media and communication occupations** (e.g., writers, editors, reporters, broadcasters, public relations specialists)
- **Performing arts and entertainment** (e.g., performers, dancers, musicians)
- **Film, television, and digital media production** (e.g., producers, directors, camera operators, sound technicians, editors)
- **Other creative technical roles** (e.g., computer occupations in visual effects/animation, printing workers, sound engineering, lighting technicians).

The following SOC codes were included in our definition:

- **112011** – Advertising and Promotions Managers
- **112021** – Marketing Managers
- **112030** – Public Relations and Fundraising Managers
- **119041** – Architectural and Engineering Managers
- **131011** – Agents and Business Managers of Artists, Performers, and Athletes
- **151251** – Software Developers, Applications
- **151252** – Software Developers, Systems Software
- **151253** – Software Quality Assurance Analysts and Testers
- **151254** – Web Developers
- **151255** – Web and Digital Interface Designers
- **171011** – Architects (Except Landscape and Naval)
- **171012** – Landscape Architects
- **171020** – Surveyors, Cartographers, and Photogrammetrists
- **173011** – Architectural and Civil Drafters
- **254010** – Postsecondary Teachers, Art, Drama, and Music
- **271010** – Artists and Related Workers
- **271021** – Animators and Special Effects Artists
- **271022** – Fine Artists, Including Painters, Sculptors, and Illustrators
- **271024** – Graphic Designers
- **271025** – Industrial Designers
- **271026** – Fashion Designers
- **272011** – Actors
- **272012** – Producers and Directors
- **272030** – Dancers and Choreographers
- **272041** – Music Directors and Composers
- **272042** – Musicians and Singers
- **272099** – Entertainers and Performers, All Other
- **273011** – Broadcast Announcers and Radio Disc Jockeys
- **273031** – News Analysts, Reporters, and Journalists
- **273042** – Media and Communication Workers, All Other
- **273043** – Public Relations Specialists

- **273099** – Media and Communication Occupations, All Other
- **274021** – Photographers
- **274022** – Camera Operators, Television, Video, and Film
- **274023** – Film and Video Editors
- **274024** – Audio and Video Technicians
- **274025** – Lighting Technicians
- **274026** – Sound Engineering Technicians
- **274027** – Broadcast, Sound, and Lighting Technicians, All Other
- **274028** – Motion Picture Projectionists
- **274029** – Media Equipment Workers, All Other
- **274030** – Television, Video, and Film Camera Operators and Editors
- **393011** – Motion Picture Projectionists
- **393012** – Ushers, Lobby Attendants, and Ticket Takers
- **393013** – Entertainment Attendants and Related Workers, All Other
- **393019** – Miscellaneous Entertainment Attendants and Related Workers
- **515111** – News Analysts, Reporters, and Journalists
- **515112** – Editors
- **515113** – Technical Writers
- **516021** – Commercial and Industrial Designers
- **516031** – Floral Designers
- **516040** – Merchandise Displayers and Window Trimmers
- **516050** – Set and Exhibit Designers
- **516093** – Costume Attendants
- **516099** – Media and Communication Equipment Workers, All Other
- **517011** – Radio Operators
- **517021** – Sound Engineering Technicians
- **517031** – Broadcast Technicians
- **517041** – Media and Communication Equipment Workers, All Other
- **517099** – Media and Communication Workers, All Other
- **519071** – Jewelers and Precious Stone and Metal Workers
- **519194** – Musical Instrument Repairers and Tuners

Assessment of Berkeley Arts & Culture Pandemic Relief and Recovery Funding

DECEMBER 2025

ACKNOWLEDGMENTS

This report was made possible through the leadership and support of the City of Berkeley, including the Office of Economic Development and its Civic Arts Program, the Civic Arts Commission, and Berkeley City Council, whose commitment to advancing the city's creative and cultural vitality guided this work. We also extend our appreciation to the many nonprofit arts and culture organizations, creative practitioners, and community stakeholders who generously contributed their time, insights, and experiences.

PREPARED BY:

CVL Economics is an economic consulting firm that takes a data-driven, human-centric approach to equitable development and sustainable growth. Founded in 2021, CVL Economics partners with communities, municipalities, organizations, and institutions to address today's most complex challenges and foster bold action. Coupling robust economic models with innovative research methodologies, we provide decision-makers with the actionable insights needed to effect change, expand opportunity, and improve economic well-being.

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Office of the City Manager

CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Peter Radu, Assistant to the City Manager, Neighborhood Services
Carianna Arredondo, Assistant to the City Manager

Subject: Companion Report: Policy Recommendations for the City of Berkeley Regarding Event Producers and Civic Events

RECOMMENDATION

Refer to the City Manager:

1. A feasibility and cost analysis of the Civic Arts Commission's Policy Recommendations, with the inclusion of alternative recommendations that meet the Civic Arts Commission's intention of an equitable, transparent, efficient, and predictable special events program in Berkeley;
2. Present analytical findings and any alternative policy recommendations to the Civic Arts Commission for feedback and stakeholder engagement; and
3. Return to the City Council with findings and final recommendations regarding Special Events in Berkeley.

FISCAL IMPACTS OF RECOMMENDATION

Performing this analysis and developing findings and finalized recommendations will require dedicated staff time from the multiple city departments responsible for reviewing and approving all permitted park and street events in Berkeley.

CURRENT SITUATION AND ITS EFFECTS

The Civic Arts Commission's recommendations reflect shared goals held by City staff, who strongly agree that Berkeley benefits from a vibrant civic events calendar and that event permitting should be clearer, more consistent, and more equitable. The Civic Arts Commission plays a critical role in Berkeley's reputation as a vibrant cultural destination for street and park events, distributing approximately $150,000–$200,000 annually in Community Festival Grants to more than 30 nonprofit organizations and community producers who organize and produce many of Berkeley's most beloved special events. These City-supported festivals depend on Berkeley's special events permitting process.

Once an event producer submits a special event application to the city, application review, revisions/corrections, and approvals are conducted through a multi-

departmental team in which most participating staff are not dedicated full-time to events and must also cover other core city functions. Participating departments who must review and approve special event applications include but are not limited to the City Manager's Office; Berkeley Fire Department; Berkeley Police Department; Berkeley Public Works; Health, Housing and Community Services; and Parks, Recreation and Waterfront. With the exception of one Program Manager in Neighborhood Services who coordinates this cross-departmental team and liaises with event applicants, none of these staff work full time on special events. They are also directly responsible for numerous other city priorities, including routine public safety operations, construction-related closures, inspections, encampment operations, and other citywide service obligations. This distributed staffing model makes special events highly sensitive to citywide workload demands, staffing vacancies, and equipment availability.

As a result, and as noted in the October 14, 2025 Staff Report[1] titled, "Changes to Special Events Permitting Fees and Requirements," as well as the May 20, 2026 Off Agenda Memo[2] titled, "Interim Measures to Address Special Events Staffing Challenges," Berkeley's special events system is currently experiencing structural strain. The City's annual number of special events has surpassed pre-pandemic levels, with a notable increase in requests for street closure events (which require the most time-consuming and complex reviews). Because the Special Events team strives to be flexible and accommodating to all who wish to host an event in Berkeley, it rarely rejects an event proposal. However, this customer-focused orientation can create a highly chaotic workload for the operations team reviewing events, with numerous events competing for staff time every week and short application submission timelines – with some applications received mere weeks or even days prior to the proposed event date – upending review timelines, compounding staff stress, and compromising responsiveness to organizers. This highly customer-focused orientation has inadvertently reinforced many of the issues the Civic Arts Commission's policy recommendations identifies as problematic. Staff agree with the Commission whole-heartedly that the status quo is not sustainable.

The Commission's recommendations include items that range from low-cost process improvements to major structural and technology investments, including a potential centralized special events department and a single publicly accessible permitting platform. From a fiscal standpoint, the City faces two realities:

[1] https://berkeleyca.gov/sites/default/files/documents/2025-10-14%20Item%2014%20Changes%20to%20Special%20Events%20Permitting.pdf
[2] https://berkeleyca.gov/sites/default/files/2026-05/2026-05-20%20%20%20%20Interim%20Measures%20to%20Address%20Special%20Events%20Staffing%20Challenges.pdf

1. **Capacity is constrained.** Special events are coordinated across multiple departments, and most reviewers are not dedicated solely to events. Any expectation of increased responsiveness, expanded field support, or faster timelines must be paired with either (a) new resources, or (b) reduced scope/service levels elsewhere.

2. **Cost recovery has not kept pace with the City's rising costs of hosting and accommodating events.** As a result, multiple departments have moved toward fee adjustments and regulatory changes to better recover costs as event demand increases. Because the City owns and is ultimately liable for what happens on its streets and in its parks, there are real limits to community members' and event organizers' involvement in the event production process, and there are real costs associated with those limits that currently have no source of subsidy in the City's budget.

Staff support the spirit of the Commission's recommendations, but implementation of any changes to the City's special events review and approval processes must be sequenced and right-sized to the City's staffing and fiscal capacity. As such, staff recommend that the City Council refer the Civic Arts Commission's recommendations to the City Manager for an analysis of cost and feasibility, identifying those recommendations that can be implemented, those that would need additional resources to implement, and those whose intended outcomes might best be addressed with alternative recommendations that recognize the City's real fiscal and operational constraints.

BACKGROUND

Berkeley has long had a reputation as a destination for culture, food, and vibrant public life. Cultural and civic events—ranging from neighborhood block parties to multi-day festivals—play a meaningful role in shaping that identity and supporting community cohesion and local economic activity. At the same time, Berkeley's special events permitting system is currently under growing operational strain. The City permitted 185 special events in 2024 (not including the City's three weekly farmers' markets), and demand has surpassed pre-pandemic levels, with a notable increase in street closures compared to prior years.

On October 14, 2025, the City Manager's Office provided Council with an Information Report, "Changes to Special Events Permitting Fees and Requirements," summarizing impending and proposed changes to special events permitting fees and requirements, including department-specific efforts to improve cost recovery, update regulatory standards, and increase consistency and rigor in the application of public safety requirements.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
There are no identified environmental or climate impacts associated with staff's recommendation.

RATIONALE FOR RECOMMENDATION
Staff share the Civic Arts Commissions desire for a more equitable, transparent, efficient, and predictable special events program in Berkeley, but are concerned about the cost and feasibility of implementing them as written in a budget- and staffing-constrained environment.

ALTERNATIVE ACTIONS CONSIDERED
None.

CONTACT PERSON
Peter Radu, Assistant to the City Manager, Neighborhood Services, (510) 981-7045

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ADENA ISHII
MAYOR OF BERKELEY

CONSENT CALENDAR
June 9, 2026

To: Honorable Members of the City Council

From: Mayor Adena Ishii (Author)

Subject: Berkeley Poet Laureate Program: Relinquishment of Council Office Budget Funds to General Fund and Grant of Such Fund

RECOMMENDATION

Adopt a Resolution approving the expenditure of an amount not to exceed $2500 per Councilmember including $2500 from Mayor Ishii to the Berkeley Poet Laureate Program to support the continuation of the program by covering associated selection panelist fees and stipends for the selected poet laureate with funds relinquished to the City's general fund for this purpose from the discretionary Council Office Budgets of Mayor Ishii and any other Councilmembers who would like to contribute.

BACKGROUND

The City of Berkeley's Poet Laureate Program was formalized as an open competitive process in 2023, as a joint program of the City and Berkeley Public Library. Historically, the Library has provided funding for the Poet Laureate Program, and the city's civic arts staff has administered the selection process.

The purpose of the Poet Laureate program was established to: champion Berkeley's poetry, spoken word, and literary arts communities; honor a Berkeley poet to serve as a creative ambassador of the city and a collaborator with the broader arts community. Over the course of a two-year service term, the Poet Laureate is required to complete an original poem inspired by or related to Berkeley, give at least two public readings, recite poems at City or Berkeley Public Library events, and act as a mentor for Berkeley's Youth Poet Laureate program, a program managed by the Berkeley Public Library.

FINANCIAL IMPLICATIONS

No General Fund impact; $2500 is available from Mayor Ishii's budget discretionary accounts.

ENVIRONMENTAL SUSTAINABILITY

There are no environmental impacts associated with the recommendations in this report.

CONTACT PERSON

Mayor Adena Ishii
510-981-7100

Attachments: Resolution for Council Expenditures

RESOLUTION NO. ##,###-N.S.

AUTHORIZING THE EXPENDITURE OF DISCRETIONARY FUNDS FROM THE OFFICE EXPENSE ACCOUNTS OF THE MAYOR AND COUNCILMEMBERS FOR A GRANT TO PROVIDE PUBLIC SERVICES FOR A MUNICIPAL PUBLIC PURPOSE

WHEREAS, Mayor Adena Ishii has funds in her office discretionary account; and

WHEREAS, the Berkeley Poet Laureate Program seeks funds from the City of Berkeley not to exceed $2500 per Councilmember, including the amount of $2500 from the office of Mayor Adena Ishii to support the continuation of the City of Berkeley's Poet Laureate Program to underwrite the City's process to select its next Poet Laureate and to pay that person a stipend for their two-year service in that role; and

WHEREAS, the City of Berkeley's Poet Laureate Program was formalized as an open competitive process in 2023 as a joint program of the City and Berkeley Public Library; and

WHEREAS, the purpose of the Poet Laureate program was established to: champion Berkeley's poetry, spoken word, and literary arts communities; and have a Berkeley poet serve as a creative ambassador of the city and a collaborator with the broader arts community.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that funds relinquished by the Mayor and Councilmembers from their Council Office Budget up to $2500 per office shall be granted to the Berkeley Poet Laureate to fund the following service of having the selected Poet Laureate serve as a champion of Berkeley's poetry & arts communities.

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ADENA ISHII
MAYOR OF BERKELEY

CONSENT CALENDAR
June 9, 2026

To: Honorable Members of the City Council

From: Mayor Adena Ishii (Author), Councilmember Kesarwani (Co-Sponsor)

Subject: Chavez/Huerta Tribute Site: Relinquishment of Council Office Budget Funds to General Fund and Grant of Such Fund

RECOMMENDATION

Adopt a Resolution approving the expenditure of an amount not to exceed $2500 per Councilmember including $2500 from Mayor Ishii and $500 from Councilmember Rashi Kesarwani to the Kala Art Institute, the fiscal sponsor for the Chavez/Huerta Tribute Site, with funds relinquished to the City's general fund for the purpose of providing the resources needed for the maintenance of the Chavez/Huerta Tribute Site, from the discretionary Council Office Budgets of Mayor Ishii & Councilmember Kesarwani and any other Councilmembers who would like to contribute.

BACKGROUND

The Chavez/Huerta Tribute Site, located at Cesar Chavez Park along Spinnaker Way, is centered around a lush green space overlooking the Bay Area. The site has intentionally developed a comprehensive solar/lunar calendar, along with a quartet of stones engraved with four virtues of the Farmworkers Movement: Determination, Courage, Hope, and Tolerance. The site draws from design concepts in art, astronomy, and architecture found at ancient and indigenous sky observatory sites from around the world.

These funds will support fees and costs associated with employing gardeners, hauling soil, conducting stone replacement, composting goods, grounds maintenance, upgrading signage, and paying the Kala Art Institute a fiscal against fee.

FINANCIAL IMPLICATIONS

No General Fund impact; $2500 is available from Mayor Ishii's budget discretionary account and $500 is available from Councilmember Kesarwani's budget discretionary account.

ENVIRONMENTAL SUSTAINABILITY

There are no environmental impacts associated with the recommendations in this report.

CONTACT PERSON

Mayor Adena Ishii
510-981-7100

Attachments: Resolution for Council Expenditures

RESOLUTION NO. ##,###-N.S.

AUTHORIZING THE EXPENDITURE OF DISCRETIONARY FUNDS FROM THE OFFICE EXPENSE ACCOUNTS OF THE MAYOR AND COUNCILMEMBERS FOR FUNDING TOWARDS THE MAINTENANCE OF THE CHAVEZ/HUERTA TRIBUTE SITE GRANT, A PUBLIC SERVICE FOR A MUNICIPAL PUBLIC PURPOSE

WHEREAS, Mayor Adena Ishii has funds in her office discretionary account; and

WHEREAS, a California non-profit tax-exempt corporation, the Kala Art Institute, seeks funds from the City of Berkeley not to exceed $2500 per Councilmember, including the amount of $2500 from the office of Mayor Adena Ishii, and $500 from Councilmember Rashi Kesarwani, to provide maintenance and upkeep for the Chavez/Huerta Tribute Site located along Spinnaker Way; and

WHEREAS, the Chavez/Huerta Tribute Site brings communities across the city together to honor the virtues and contribution of those involved in the Farmworkers Movement; and

WHEREAS, these funds will support fees and costs associated with employing gardeners, hauling soil, conducting stone replacement, composting goods, grounds maintenance, upgrading signage.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that funds relinquished by the Mayor and Councilmembers from their Council Office Budget up to $2500 per office shall be granted to the Kala Art Institute to fund the following services to bring communities together to honor the virtues and contributions of those involved in the Farmworkers Movement.

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ADENA ISHII
MAYOR OF BERKELEY

CONSENT CALENDAR
June 9, 2026

To: Members of the City Council

From: Mayor Ishii (Author), Councilmember Tregub (Co-Author)

Subject: 2027 Holocaust Remembrance Day Program: Relinquishment of Council Office Budget Funds from General Funds and Grant of Such Funds

RECOMMENDATION

Adopt a Resolution approving the expenditure of an amount not to exceed $3,500 per Councilmember, including $3,500 from Mayor Ishii, and $500 from Councilmember Tregub to support the City's Annual Holocaust Remembrance Day program with funds relinquished to the City's general fund. The relinquishment of funds from the discretionary Council Office Budget of all Councilmembers who would like to contribute, allows the City of Berkeley to invite the community to its 24th Annual Holocaust Remembrance Day program, created by the community with City Council support.

FISCAL IMPACTS OF RECOMMENDATION

No General Fund impact: $3,500 is available from Mayor Ishii's Office Budget Discretionary Account. $500 is available from Councilmember Tregub's Office Budget Discretionary Account.

BACKGROUND

The City of Berkeley's Annual Holocaust Remembrance Day program has been supported by the City Council since its inception in 2002. The program has occurred annually, except in the year 2020 when the pandemic hit without enough time to pivot to a virtual program. Berkeley's Holocaust Remembrance Day has become a treasured event for Holocaust survivors, family members and the Bay Area community as the only secular, city-sponsored program in the region. The community program invites attendees to honor those who perished in the Holocaust and those who survived. With fewer living survivors available to share their stories, firsthand, and rising antisemitic hate crimes in our region and nation-wide, it is essential that we support the testimony of survivors and their children about the Holocaust and re-affirm our City's resolve to never forget.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

No impact

CONTACT PERSON

Adena Ishii, Mayor, (510) 981-7100

Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

AUTHORIZING THE EXPENDITURE OF SURPLUS FUNDS FROM THE OFFICE EXPENSE ACCOUNTS OF THE MAYOR AND COUNCILMEMBERS FOR A GRANT TO PROVIDE PUBLIC SERVICES FOR A MUNICIPAL PUBLIC PURPOSE

WHEREAS, Mayor Ishii has surplus funds in her office expenditure account and will contribute $3,500, and Councilmember Tregub has surplus funds in his office expenditure account and will contribute $500, and they invite the Councilmembers to join them in contributing; and

WHEREAS, a California nonprofit tax-exempt corporation, The Jewish Community Center of the East Bay, serves as the fiscal sponsor of the Holocaust Remembrance Day program and will receive funds in an amount up to $3,500 per contributing Councilmember's discretionary account; and

WHEREAS, the provision of such services would fulfill the municipal public purpose of providing an educational community program supporting Holocaust survivors, community recognition and factual information about the Holocaust. The grants will provide funds to produce the event.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that funds relinquished by the Mayor and Councilmembers from their Council Office Budget, up to $3,500 per office, shall be granted to the Jewish Community Center of the East Bay to fund the City of Berkeley's 24th Annual Holocaust Remembrance Day program.

Berkeley City Councilmember
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CONSENT CALENDAR
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Councilmember Mark Humbert

Subject: Amendments to Berkeley Municipal Code Section 23.204.070 (D) (Hot tubs)

RECOMMENDATION

Refer to the City Manager and the Planning Commission to amend Berkeley Municipal Code Section 23.304.070(D) to:

1. Allow unenclosed outdoor hot tubs, jacuzzis, and spas ministerially in all zoning districts except ES-R, subject to compliance with applicable building, fire, noise, and setback requirements; and
2. Replace the Use Permit requirement in the ES-R district with an Administrative Use Permit (AUP).

This change aligns the level of review with the actual impacts of these installations, reduces unnecessary delay and cost (both to applicants and the City), and preserves appropriate oversight in environmentally sensitive areas.

CURRENT SITUATION AND ITS EFFECTS

Under the current Berkeley Municipal Code, unenclosed outdoor hot tubs require an Administrative Use Permit (AUP) citywide and a Use Permit in the ES-R district. This framework treats a common residential amenity as a discretionary land use subject to notice, appeal, and a required public hearing in ES-R districts before the Berkeley Zoning Adjustments Board.

This approach creates several problems:

- ***Mismatch between impacts and process***: The primary concerns associated with hot tubs—noise, drainage, electrical safety, and placement—are technical issues already governed by objective standards in the building and fire codes. Discretionary land use review does not meaningfully improve these outcomes.
- ***Unnecessary delay and cost***: Even routine installations are subject to multi-month permitting timelines, adding expense and uncertainty for homeowners.

- ***Overuse of discretionary review***: The requirement invites appeals and prolonged disputes over minor residential improvements, which also engenders neighbor conflicts.
- ***Staff and Council burden***: Projects with limited public impact are escalated into time-intensive processes, diverting attention from higher-priority matters.

BACKGROUND

Berkeley is one of the only local jurisdictions that requires an administrative use permit (AUP) for hot tubs and jacuzzis. The City of Berkeley currently treats backyard hot tubs like a discretionary land-use/development issue, while neighboring cities generally handle the same improvement with objective setbacks, noise controls, screening, and standard building, electrical, or plumbing permits. Those tools already address noise, placement, drainage, and safety without forcing homeowners into a multi-month, costly, and appealable AUP process.

For comparison, it is now easier to build an ADU than to add a hot tub to an ADU.

Recent experience demonstrates how this policy can be misused. One homeowner seeking to install a backyard hot tub was drawn into a seven-month permitting and appeals process, culminating in a February 27, 2024, City Council decision rejecting a neighbor's appeal. While the project ultimately complied with applicable standards, the process required significant staff time, legal resources, and Council attention, while imposing unnecessary costs on the applicant.

This case reflects a broader structural issue: the current framework allows minor residential improvements to become protracted disputes, not because of their impacts, but because of the discretionary process applied to them.

FINANCIAL IMPLICATIONS

This amendment would reduce staff workload associated with processing AUPs and Use Permits, as well as appeals to the Berkeley Zoning Adjustments Board and City Council. By shifting routine projects to ministerial review, the City can reallocate staff time to higher-priority planning efforts and reduce administrative and legal costs.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Hot tubs will continue to be regulated through building, fire, and noise standards, including requirements related to drainage and wildfire safety. Streamlining the permitting process does not reduce environmental safeguards and supports efficient use of City resources.

SUGGESTED PROPOSED ORDINANCE AMENDMENTS TO SECTION 23.304.070(D)

D. Hot Tubs, Jacuzzis, and Spas.

1. Permit Requirements.

(a) An unenclosed outdoor hot tub, jacuzzi, or spa ~~located anywhere on a lot requires (a) an AUP~~ shall be permitted ministerially in all districts except for the ES-R district, subject to compliance with all applicable provisions of this Code, including but not limited to setback, noise, building, fire, and electrical requirements, and

(b) ~~A Use Permit i~~In the ES-R district, an unenclosed outdoor hot tub, jacuzzi, or spa shall require an Administrative Use Permit (AUP).

2. Noise Standards.

Any pump associated with an unenclosed outdoor hot tub, jacuzzi, or spa shall be mounted and enclosed so that its sound is not audible on an adjacent lot (Ord. 7981-NS § 7, 2025; Ord. 7787-NS § 2 (Exh. A), 2021)

3. Nothing in this subsection shall exempt a project from compliance with grading limits, drainage requirements, wildfire regulations, or other applicable provisions of this Code.

CONTACT PERSON

Councilmember Mark Humbert
(510) 981-9180

Office of the City Manager

PUBLIC HEARING
June 9, 2026
(Continued from May 19, 2026)

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Scott Gilman, Director, Health, Housing & Community Services Department

Subject: Changes to the Environmental Health Fee Schedule

RECOMMENDATION

Conduct a public hearing and, upon conclusion, adopt a Resolution:

1. Approving revisions to the fee schedule for the Environmental Health Division (EHD) effective July 1, 2026, and,

2. Rescinding Resolution No. 71,354-N.S. effective July 1, 2026.

SUMMARY

The fees currently charged by the EHD have remained largely unchanged since 2011 while inflation has increased approximately 40%.

While additional facility categories and fees were added to the EHD fee schedule in 2016, 2021, and 2024 to reflect newly created categories of food facilities as defined in the California Retail Food Code (CRFC), existing fees were not updated or increased at those times. Medical marijuana dispensaries were added in 2016, microenterprise home kitchen operations were added in 2021, and compact mobile food operations were added in 2024. There have been no increases to any of these new fees.

The Health, Housing, and Community Services (HHCS) Department is proposing a new comprehensive fee structure (attached) needed to sustain EHD operations. The proposed fee structure and recommendations are based on a cost-of-service study, facilitated by third-party consultant, Wohlford Consulting.

The goals of this study included:

- Updating the current EHD fee structure to reflect actual work effort, complexity and cost of service; and

- Aligning the City's current permit and hourly fees with surrounding Bay Area Environmental Health jurisdictions; and

- Assessing fees based on the different levels of "risk" to the public associated with different facility risk profiles and establishing fees accordingly.

There are 139 proposed fees included in this recommendation. Below are examples and a comparison of other Bay Area jurisdictions for some of the most common fees. The table shows current and proposed fees for the City. Alameda County has not updated their fees since 2021.

Table 1
Fee Comparison (Annual rates) Between City of Berkeley & Bay Area Counties

Facility Type	Berkeley Current	Berkeley Proposed	Alameda Effective 7/1/21	San Francisco Effective 7/1/25-6/30/26	Contra Costa Effective 6/24/25	Santa Clara Effective 1/15/2026	San Mateo Effective 1/1/25
Full-Service Restaurant	$704	$1,004	$998	$1,103	$2,132	$2,281	$2,460
Retail Grocery Store (15,000 sq ft)	$1,409	$1,780	$589	$1,358	$2,249	$1,001	$1,524
Fast-Food Franchise (standardized practices)	$1,171	$1,325	$1,194	$1,664	$1,823	$1,549	$1,938
High-Risk Pool/Spa	$704	$1,155	$891	$842	$1,581	$1,292	$1,244
Body Art Facility	$366	$810	$435	$1,773	$871	$845	$778

FISCAL IMPACTS OF RECOMMENDATION

The proposed fee structure is designed to move the EHD toward a sustainable cost-recovery model. Currently, the City subsidizes EHD's operating budget by approximately $980,000 in General Fund resources annually.

As summarized in Table 2 below, adopting the new fee structure will:

- Generate Revenue: Increase annual EHD revenue by approximately $666,663 in FY 27 (with an annual consumer price index adjustment).

- Expand Capacity: Provide the resources to hire two (2) additional inspectors (increasing staff from 4 FTE to 6 FTE) to be able to perform required inspections in a timely manner.

- Modernize Operations: Increased staffing will also support a public-facing placard program and the transition to the Accela Civic Platform.

- Fiscal Relief: Reduce the General Fund subsidy by approximately $229,960 annually once the placard program is fully implemented.

Table 2
New Fee Structure

5-year projection:	FY2027	FY2028	FY2029	FY2030	FY2031
Revenue increase	$666,663	$686,663	$707,263	$728,481	$750,335
Ongoing Exp Increase 2 FTE	$436,703	$447,621	$458,811	$470,281	$482,038
Additional General Fund Revenue (Rev-Exp):	$229,960	$239,042	$248,452	$258,200	$268,297

With respect to the 2 additional FTE staff, HHCS anticipates hiring them in FY 2027, after submitting the request as part of the AAO#1 process.

CURRENT SITUATION AND ITS EFFECTS
The City Auditor issued a report on July 10, 2024, Berkeley Restaurant Inspections: Chronically Understaffed Program Did Not Meet Targets[1]. The staffing shortage referenced in the report has prevented the Environmental Health Division (EHD) from meeting its essential inspection targets, potentially compromising food inspection oversight.

These findings were further substantiated by a comprehensive cost-of-service study and time-study analysis conducted by Wohlford Consulting. The analysis revealed the following:

- Staffing Gap: Based on a baseline of 4,533 total annual inspections and a standard of 697 inspections per Full-Time Equivalent (FTE), the City requires 6 FTEs to meet its targets. EHD currently only has 4 FTEs dedicated to inspections, resulting in a 2 FTE staffing deficit.

- Budgetary Subsidy: Because inspection fees have remained largely flat since 2011, the City's General Fund currently subsidizes EHD operations by approximately $980,000 annually.

- Technological Needs: EHD is currently burdened by additional costs associated with transitioning from its legacy software (Envision Connect) to the Accela Civic Platform, a necessary move to improve data accuracy and customer service.

[1] https://berkeleyca.gov/sites/default/files/documents/Berkeley_Restaurant_Inspections_-_Chronically_Understaffed_Program_Did_Not_Meet_Targets.pdf

To address the issues outlined above, the proposed fee schedule has been proposed for City Council consideration. If adopted by the City Council, this comprehensive fee update will allow the City to adequately staff the food facility inspection program, improve transparency through placarding, and ultimately reduce the General Fund burden by approximately $229,960 annually.

New fees are proposed to go into effect on July 1, 2026, which does not impact current facility operators for calendar year 2026. Since permit fee invoicing occurs on a calendar year basis (typically in December for the following calendar year), current operators have already been billed for calendar year 2026. The new proposed fees would impact new facilities beginning operations on, or after, July 1, 2026. Facility owners will be notified of the fee changes/increases by US Mail, within two weeks of Council adoption, to allow for ample planning in advance. In addition, environmental health inspectors will notify facility operators in person during regular inspections, after Council adoption of new fees.

BACKGROUND

The EHD administers various public health programs. These programs rely primarily upon fees for their operation and fall into two main categories:

1. State-Mandated Programs (Fee-Supported)
    - Retail Food Safety Inspection Program
    - Public Pool and Spa Inspection Program
    - Tattoo and Body Piercing Registration Program

2. Local Programs (Required by Berkeley Municipal Code) are funded by grants, assessment district proceeds, or City special revenue funds.
    - Vector Control Program
    - Styrofoam Ban
    - Abandoned Vehicle Abatement Program
    - Restaurant Stormwater Protection Inspection Program
    - Sewer Emergency Response Program
    - Tobacco Licensing Program
    - Water Quality Monitoring Program (for the Aquatic Park, as an additional public health inspection service)

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Adjusting fees for the EHD programs will not negatively impact sustainability and climate impact goals. Several programs administered by the EHD support the City’s sustainability efforts.

RATIONALE FOR RECOMMENDATION
When fees are not regularly adjusted to keep pace with costs, service delivery becomes subsidized through other means. Over time, if left uncorrected, this will add to the structural budget deficit or force reductions in service time and quality. The fee changes proposed in this action would properly charge currently permitted businesses and prospective applicants for the expected costs of providing those services, without reducing the timeliness or efficiency of the services provided.

ALTERNATIVE ACTIONS CONSIDERED
Council could consider not approving the fee increases; however, this would increase health and safety risk.

CONTACT PERSON
Scott Gilman, Department Director, HHCS, (510) 981-5100
Ronald Torres, Manager, Environmental Health Division, HHCS, (510) 981-5261

Attachments:
1: Resolution
    Exhibit A: Proposed New Environmental Health Fee schedule
2: Public Hearing Notice

RESOLUTION NO. ##,###-N.S.

FEE SCHEDULE FOR ENVIRONMENTAL HEALTH REGULATION AND INSPECTIONS EFFECTIVE JULY 1, 2026

WHEREAS, Environmental Health program fees are intended to cover the actual costs of permit and inspection services; and

WHEREAS, the present fees for retail food facilities, recreational health, body art, and tobacco retail licenses have remained largely unchanged since 2011, while inflation has increased by approximately 40% during the same period; and

WHEREAS, a 2024 City Auditor report and a 2025 cost-of-service study confirmed that the Environmental Health Division (EHD) is understaffed by 2.0 Full-Time Equivalent (FTE), preventing the City from meeting mandated inspection targets; and

WHEREAS, the City currently subsidizes EHD operations by approximately $980,000 annually from the General Fund due to the gap between current fee revenue and the actual cost of service; and

WHEREAS, Council previously adopted Resolutions 67,495 (2016), 69,891 (2021), and 71,354 (2024) to add new facility categories, but these actions did not increase existing fee rates to keep pace with rising staffing and operational costs; and

WHEREAS, the EHD is undergoing a necessary transition to the Accela Civic Platform and intends to implement a public-facing placard program to increase data accuracy and public transparency; and

WHEREAS, the recommended adoption of the new fee structure will result in an estimated $666,663 increase in annual revenue in FY 27, thereby reducing the General Fund subsidy of the EHD by approximately $229,960 annually, and ensure the long-term sustainability of public health oversight.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that Resolution 71,354-N.S. is hereby rescinded effective June 30, 2026.

BE IT FURTHER RESOLVED that the Proposed Annual Fees in the Fee Schedule for Environmental Health services, attached to this Resolution as Exhibit A, are hereby adopted to cover the costs of regulations and inspections required by the Berkeley Municipal Code and the California Retail Food Code.

BE IT FURTHER RESOLVED that this Resolution shall be in full force and effect on and after July 1, 2026.

EXHIBITS
A: Proposed New Environmental Health Fee schedule

Exhibit A

Environmental Health Division Fee Schedule
HEALTH AND SANITATION PERMIT AND FEE SCHEDULE

FOOD PROGRAM FEES

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Onsite Food/Beverage	1-4	Sq ft	0-1000	$704	$1,004
Onsite Food/Beverage	1-2	Sq ft	1001-2500	$870	$1,354
Onsite Food/Beverage	1-2	Sq ft	2501-5000	$1,171	$1,704
Onsite Food/Beverage	1-2	Sq ft	5001-7500	$1,461	$2,054
Onsite Food/Beverage	1-2	Sq ft	7500 & Over	$1,738	$2,404
Onsite Food/Beverage	3 & 4	Sq ft	1001-2500	$870	$1,554
Onsite Food/Beverage	3 & 4	Sq ft	2501-5000	$1,171	$1,904
Onsite Food/Beverage	3 & 4	Sq ft	5001-7500	$1,461	$2,254
Onsite Food/Beverage	3 & 4	Sq ft	7500 & Over	$1,738	$2,604
Onsite Food/Beverage: Add-on Secondary Operation (Same owner/location)	1	Sq ft	0-1000	$0	$382
Onsite Food/Beverage: Add-on Secondary Operation for each additional 1000 sq ft. (Same owner/location)	1	Sq ft	up to 1000	$0	$382
Onsite Food/Beverage: Add-on Secondary Operation (Same owner/location)	2	Sq ft	0-1000	$0	$742
Onsite Food/Beverage: Add-on Secondary Operation for each additional 1000 sq ft. (Same owner/location)	2	Sq ft	up to 1000	$0	$742
Onsite Food/Beverage: Add-on Secondary Operation (Same owner/location)	3 & 4	Sq ft	0-1000	$0	$1,179
Onsite Food/Beverage: Add-on Secondary Operation for each additional 1000 sq ft. (Same owner/location)	3 & 4	Sq ft	up to 1000	$0	$1,179
No Onsite Food/Beverage Prep - Prepackaged Non-PHF	1	Sq ft	0-1000	$355	$450
No Onsite Food/Beverage Prep - Prepackaged Non-PHF	1	Sq ft	1001-2500	$519	$606
No Onsite Food/Beverage Prep - Prepackaged Non-PHF	1	Sq ft	2501-5000	$813	$762
No Onsite Food/Beverage Prep - Prepackaged Non-PHF	1	Sq ft	5001-7500	$1,109	$918
No Onsite Food/Beverage Prep - Prepackaged Non-PHF	1	Sq ft	7500 & Over	$1,409	$1,074
No Onsite Food/Beverage Prep - Prepackaged PHF	2-3	Sq ft	0-1000	$519	$735
No Onsite Food/Beverage Prep - Prepackaged PHF	2-3	Sq ft	1001-2500	$704	$1,020
No Onsite Food/Beverage Prep - Prepackaged PHF	2-3	Sq ft	2501-5000	$980	$1,305

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
No Onsite Food/Beverage Prep - Prepackaged PHF	2-3	Sq ft	5001-7500	$1,280	$1,590
No Onsite Food/Beverage Prep - Prepackaged PHF	2-3	Sq ft	7500 & Over	$1,571	$1,875
No Onsite Food/Beverage Prep: Add-on Secondary Operation Prepackaged PHF/non PHF (same owner/location)	1-3	Sq ft	0-1000	$0	$362
No Onsite Food/Beverage Prep: Add-on Secondary Operation Prepackaged PHF/non PHF for each additional 1000 sq ft. (same owner/location)	1-3	Sq ft	up to 1000	$0	$362
Minimal Onsite Food/Beverage Prep - single owner grocery store style operation in any risk category. Facilities with multiple onsite food prep add-on stations do NOT qualify.	1-2	Sq ft	0-1000	$355	$519
Minimal Onsite Food/Beverage Prep - single owner grocery store style operation in any risk category. Facilities with multiple onsite food prep add-on stations do NOT qualify.	1-2	Sq ft	1001-2500	$519	$675
Minimal Onsite Food/Beverage Prep - single owner grocery store style operation in any risk category. Facilities with multiple onsite food prep add-on stations do NOT qualify.	1-2	Sq ft	2501-5000	$813	$831
Minimal Onsite Food/Beverage Prep - single owner grocery store style operation in any risk category. Facilities with multiple onsite food prep add-on stations do NOT qualify.	1-2	Sq ft	5001-7500	$1,109	$987
Minimal Onsite Food/Beverage Prep - single owner grocery store style operation in any risk category. Facilities with multiple onsite food prep add-on stations do NOT qualify.	1-2	Sq ft	7500 & Over	$1,409	$1,143
Commissary - Prepackaged Only	1-3	Annual	1	$355	$572
Commissary - with Food Prep	1-3	Annual	1	$704	$921
Motorized Mobile - prepackaged non-PHF only	1	Annual	1	$131	$258
Motorized Mobile	1	Annual	1	$406	$534
Motorized Mobile	2	Annual	1	$704	$942
Motorized Mobile	3	Annual	1	$704	$1,388
Non-motorized Mobile - prepackaged non-PHF only	1	Annual	1	$0	$258
Non-motorized Mobile	1	Annual	1	$0	$534
Non-motorized Mobile	2	Annual	1	$0	$942
Non-motorized Mobile	3	Annual	1	$0	$1,388
Compact Mobile Food Operation (CMFO)	1	Sq ft	more than 25	$131	$527
Compact Mobile Food Operation (CMFO)	2	Sq ft	more than 25	$406	$942
Compact Mobile Food Operation (CMFO)	3	Sq ft	more than 25	$704	$1,380

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Mobile Support Unit	1-3	Annual	1	$0	$472
Special Event Application Review Fee - One Day event (4 or less vendors/event NTE 4 hours, fee per vendor, onsite inspection optional)	N/A	Event	4 Vendors max, NTE 4 hours	$0	$117
Late Fee - Special Event Application Submission (less than 14 days before event)	N/A	Event	N/A	$170	$188
TFF Reinspection Fee - Next Day (1 hr min, 1/4 hr increments thereafter)	N/A	1/4 hour	1 hour min	$0	$250
Special Event Coordinator Permit (event with 2-4 vendors per location, 2 days max)	N/A	Event	2 to 4 Vendors	$182	$375
Special Event Coordinator Permit (event with 5-10 vendors per location, 2 days max)	N/A	Event	5 to 10 Vendors	$182	$500
Special Event Coordinator Permit - Add-on for up to 5 vendors, 2 days max	N/A	Vendor	Up to 5	$182	$92
Special Event - Add-on Additional Days (up to 3 consecutive days for all Vendors/Coords)	1	Day	Up to 3	$0	$158
Special Event - Add-on Additional Days (up to 3 consecutive days for all Vendors/Coords)	2 & 3	Day	Up to 3	$0	$170
Special Event Food/Beverage Vendor/Booth - Unopened prepackaged non-PHF only	1	Event	1	$44	$250
Special Event Food/Beverage Vendor/Booth - Unopened prepackaged PHF	2 & 3	Event	1	$98	$554
Special Event Food/Beverage Vendor/Booth	1	Event	1	$44	$125
Special Event Food/Beverage Vendor/Booth	2	Event	1	$182	$250
Special Event Food/Beverage Vendor/Booth	3	Event	1	$182	$375
Farmer's/Flea Market - Annual Permit - prepackaged non-PHF - sampling only - Vendor/Booth	1	Annual	1	$44	$44
Farmer's/Flea Market - Annual Permit - Vendor/Booth	1	Annual	1	$406	$500
Farmer's/Flea Market - Annual Permit - Limited preparation only - Vendor/Booth	2	Annual	1	$546	$625
Farmer's/Flea Market - Annual Permit - Full preparation - Vendor/Booth	3	Annual	1	$546	$750
Seasonal Temporary Permit - prepackaged non-PHF only (Vendors)	1	Day	30-90	$250	$125

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Seasonal Temporary Permit (Vendors)	1	Day	30-90	$250	$250
Seasonal Temporary Permit (Vendors)	2	Day	30-90	$250	$375
Seasonal Temporary Permit (Vendors)	3	Day	30-90	$250	$500
Guest Vendor/Short Term Food Event - prepackaged non-PHF only	1	Vendor	1	$546	$546
Guest Vendor/Short Term Food Event	1	Vendor	1	$546	$646
Guest Vendor/Short Term Food Event	2	Vendor	1	$546	$812
Guest Vendor/Short Term Food Event	3	Vendor	1	$546	$977
Nonprofit/Charitable TFF	1-3	Event	1	$0	$0
Itinerant Restaurant /TFF	1	Annual	1	$0	$668
Itinerant Restaurant /TFF	2	Annual	1	$0	$719
Itinerant Restaurant /TFF	3	Annual	1	$0	$755
Summer School Food - Annual Permit	1-3	Annual	1	$0	$250
Bed and Breakfast - Annual Permit	1 & 2	Annual	1	$432	$503
Cottage Food - Class A - Annual Permit	1	Annual	1	$170	$300
Cottage Food - Class B - Annual Permit	1	Annual	1	$425	$597
MEHKO - Annual Permit	1-3	Annual	1	$510	$603
MEHKO Application Fee/Plan Check (1 hr min)		Hour	1 hr min	$182	$250
Foragers/Gleaners	1 & 2	Annual	1	$0	$250
Congregate Living with Contracted Food Service	1	Sq ft	0-500	$432	$534
Congregate Living with Contracted Food Service	2	Sq ft	0-500	$432	$979
Congregate Living with Contracted Food Service	3	Sq ft	0-500	$432	$1,400
Congregate Living with Contracted Food Service - Add-on	1-3	Sq ft	500	$0	$112
Congregate Living with Contracted Food Service	4	Sq ft	0-500	$432	$1,367
Congregate Living with Contracted Food Service - Add-on	4	Sq ft	500	$0	$220
Shared-Use Facility Secondary Permit- Common Area/Equip OR Remote Storage (no Food Prep)	1-3	Facility	1	$0	$572
Shared-Use Facility Secondary Permit - Satellite or Remote Storage (ltd food prep/food removed from packaging)	1	Facility		$0	$624
Shared-Use Facility Secondary Permit - Satellite	2	Facility		$0	$851
Shared-Use Facility Kitchen Coordinator Permit	3	Facility	1	$0	$453
Limited-Service Charitable Food Operation	1 & 2	Annual	1	$0	$250
Food Bank/Donation Pantries	1	Annual	1	$0	$500

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Vending Machines	1	Machine	up to 5	$52	$383
Vending Machines	2	Machine	up to 5	$52	$402
Vending Machines	3	Machine	up to 5	$52	$458
Vending Machines - Add-on	1-3	Machine	up to 5	$52	$98
Food Safety Class (1 hr min)	N/A	1 hour	Actual	$0	$250

RECREATIONAL HEALTH PROGRAM FEES

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Seasonal Pool/Spa	1	Annual	1	$182-$704	$503
Seasonal Pool/Spa - Add-on	1	Annual	1	$0	$462
Seasonal Pool/Spa	2	Annual	1	$182-$704	$648
Seasonal Pool/Spa - Add-on	2	Annual	1	$0	$616
Seasonal Pool/Spa	3	Annual	1	$182-$704	$1,148
Seasonal Pool/Spa - Add-on	3	Annual	1	$0	$849
Year-Round Pool/Spa	1	Annual	1	$182-$704	$551
Year-Round Pool/Spa - Add-on	1	Annual	1	$0	$550
Year-Round Pool/Spa	2	Annual	1	$182-$704	$649
Year-Round Pool/Spa - Add-on	2	Annual	1	$0	$552
Year-Round Pool/Spa	3	Annual	1	$182-$704	$1,155
Year-Round Pool/Spa - Add-on	3	Annual	1	$0	$753

BODY ART PROGRAM FEES

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Body Art Facility - Annual Permit	N/A	Annual	1	$366	$810
Body Art Practitioners - Annual Permit	N/A	Annual	1	$85	$300

CANNABIS FEES

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Cannabis - Cultivation - Annual Permit	N/A	Sq ft	0-500	$704	$375
Cannabis - Distribution - Annual Permit	N/A	Sq ft	0-1,000	$355	$250

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Cannabis - Manufacturer - Edibles - Annual Permit - Annual Permit	N/A	Sq ft	0-500	$463	$375
Cannabis - Manufacturer - Non-volatile manufacturing - Annual Permit	N/A	Sq ft	0-500	$704	$375
Cannabis - Manufacturer - Volatile - Annual Permit	N/A	Sq ft	0-500	$704	$375
Cannabis - Retailer - Lounge - Annual Permit	N/A	Sq ft	0-500	$704	$250
Cannabis - Retailer - Non-Storefront - Annual Permit	N/A	Sq ft	0-1,000	$355	$125
Cannabis - Retailer - Storefront - Annual Permit	N/A	Sq ft	0-1,000	$355	$250
Cultivation, Manufacturing, and Lounge facilities: Add On - Annual	N/A	Sq ft	500	$46	$125
Cultivation, Manufacturing, and Lounge facilities: Add On - Annual	N/A	Sq ft	1000	$116	$125
Cannabis - Complaints/follow-up Inspections	N/A	1/4 hour	Actual	$457	$500

NOISE-AMPLIFIED SOUND

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Noise - Amplified Sound Permit (1-2 day event)	N/A	Event	1	$44	$250
Noise - Amplified Sound Permit - Add-on per day (3+)	N/A	Day	3	$75	$75
Noise-Amplified Sound Permit Variance	N/A	Event	1	$182	$500
Sound Survey - Onsite visit (3 hours min, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$340	$750
Sound Survey - Onsite visit After Business Hours (3 hours min, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$340	$911

PLAN CHECK

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Plan Check-Structural Evaluation Review of Unpermitted Facility (1 hr min, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$170	$431
Plan Check Consultation (1/4 hr increments)	N/A	1/4 hour	Actual	$45	$63
Plan Check - New Construction or Major remodel (4 hr min, 1/4 hr increments thereafter)	N/A	1/4 hour	4 hr min	$680	$1,494
Plan Check - Remodel or Retrofit Currently Permitted or Minor Project (2 hour min, 1/4 hr increments thereafter)	N/A	1/4 hour	2 hr min	$340	$871
Plan Check - Accelerated Add-on Fee (2 hr min)	N/A	Each	2 hr min	$340	$430

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Plan Check -Equip/Menu/specs Review (1/2 hour minimum, 1/4 hr increments thereafter, each machine separately)	N/A	1/4 hour	1/2 hr min	$0	$125
Plan Check- food Automation/Robotics/Mechanized Prep (each machine separately	N/A	1/4 hour	Actual	$0	$540

OTHER PROGRAMS

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Tobacco - Annual Retail License	N/A	Annual	1	$498	$533
Facility Permit - Reprinting Fee	N/A	Each	1	$44	$44
Compost - Sanitary Requirements	N/A	Each	¼ hr	$182	$62.50
Demolition Site Permits (1 hour min, 1/4 hr increments thereafter)	N/A	Each	1	$182	$250
Greywater/Rain Catch Basin (non-food, 4 hour min, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$680	$1,014
Water - Water Sampling - Non-City facilities	N/A	Facility	1	$182	$356
Lead - Contractor Verification (per job; exterior)	N/A	Each	Actual	$0	$525
Lead - Onsite XRF inspection (1/4 hr increments)	N/A	1/4 hour	Actual	$0	$139

ENFORCEMENT/COMPLAINT

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Investigation-Non-Food- No Valid Permit (1/4 hr increments)	N/A	1/4 hour	Actual	$0	$484
Investigation - Food - No Valid Permit: up to 3 times annual permit fee	N/A	Each		$0	$450
Admin Hearing (1 hour minimum, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$340	$250
Reinspection Fee (Enforcement, 1 hour min, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$130	$250
Re-Opening Facility following non-compliance closure (1 hour min, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$198	$250
Deposition/Expert Witness Fee	N/A	Each	1	$175	$175
Service in Excess of Standard (1/4 hr increments)	N/A	1/4 hour	Actual	$119	$63
Enforcement/Follow-up Confirmed Complaint Investigation. For-Cause Reinspection (1/2 hr minimum, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$198	$125

OTHER SERVICES

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
Food Facility - FOG Inspection	N/A			$0	$268
Food Facility - Stormwater Inspection: Chargeable Follow-up (1/4 hour min, 1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$0	$63
Healthy Check-out Program Visit (1/4 hr increments thereafter)	N/A	1/4 hour	Actual	$0	$63

HOURLY RATES

Fee Title	Risk Category	Unit	Capacity	Current Fees	Proposed Fees
EH Staff Hourly Rate	N/A	Hour	Actual	$170	$250

NOTICE OF PUBLIC HEARING
BERKELEY CITY COUNCIL
CHANGES TO THE ENVIRONMENTAL HEALTH FEE SCHEDULE

The public may participate in this hearing by remote video or in-person.

Notice is hereby given by the City Council of the City of Berkeley that a public hearing will be conducted by said city council of the City of Berkeley at which time and place all persons may attend and be heard upon the following:

The Department of Health, Housing, and Community Services is proposing to increase permit and inspection fees for facilities in Berkeley under the jurisdiction of the City of Berkeley's Environmental Health Division, including food program fees, recreation health program fees, body art program fees, cannabis fees, noise-amplified sound, plan check, enforcement/complaint, hourly rates, and other programs and services.

The hearing will be held on **May 19, 2026,** at 6:00 p.m. in the School District Board Room, located at 1231 Addison Street, Berkeley CA 94702.

For further information, please contact Scott Gilman, Department Director at 510-981-5100.

A copy of the agenda material for this hearing will be available on the City's website at https://berkeleyca.gov/ as of May 7, 2026. **Once posted, the agenda for this meeting will include a link for public participation using Zoom video technology, as well as any health and safety requirements for in-person attendance.**

Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, or e-mailed to council@berkeleyca.gov in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

Communications to the Berkeley City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at (510) 981-6900 or clerk@cityofberkeley.info for further information.

If you challenge the above in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Berkeley at, or prior to, the public hearing. Background information concerning this proposal will be available at the City Clerk Department and posted on the City of Berkeley webpage at least 12 days prior to the public hearing.

Published: May 1 and May 8, 2026 – The Berkeley Voice
Published pursuant to Government Code Section 6062a

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I hereby certify that the Notice for this Public Hearing of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on May 7, 2026.

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Mark Numainville, City Clerk
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24

Office of the City Manager

PUBLIC HEARING
June 9, 2026
(Continued from May 19, 2026)

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Wahid Amiri, Interim Director, Public Works

Subject: Repeal and Reenact Berkeley Municipal Code (BMC) Chapter 14.52 to Adjust the goBerkeley Parking Management Program; Change Parking Permit Fees; Establish a New Schedule for Parking Violations, Fines, and Late Payment Penalties; and Rescind Resolution No. 71,627-N.S.

RECOMMENDATION

Conduct a public hearing and upon conclusion:

1. Adopt first reading of an Ordinance repealing and reenacting Berkeley Municipal Code chapter 14.52, "Parking Meters," to enable the following changes:
    a. Extend parking meter operating hours to 8 p.m. citywide;
    b. Operate parking meters, pay stations, and parking enforcement on Sundays.
    c. Expand meter zones to new high-demand areas (refer to Attachment 1, Exhibit A);
    d. Authorize a transition to cashless parking meters and/or pay stations in the future; and
2. Adopt a Resolution to pass through parking meter costs currently paid by the City to a transparent transaction charge paid by the customer; and
3. Adopt a Resolution implementing a new FY 2028 fee schedule for Residential Parking Permit fees; and
4. Adopt a Resolution updating the Schedule of Parking Violations and Fines; and rescinding Resolution No. 71,627-N.S. (Parking Violations and Fines).

SUMMARY

Following the implementation of near-term strategies in March and April 2026, the Public Works Department has identified that further adjustments are necessary to update fees and citation amounts to keep pace with City costs to administer parking programs. Such changes will also serve to manage parking in high-demand commercial districts, and to improve the solvency of the Off-Street and Parking Meter Funds. These changes align with the City's goals for the goBerkeley Parking Management Program, including:

1) Making it easier to find a parking space near popular destinations;

2) Reducing greenhouse gas emissions by decreasing the time drivers spend "circling" while looking for parking.
3) Increasing "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants; and
4) Improving safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.

FISCAL IMPACTS OF RECOMMENDATION

As shown in Table 1 (see following page), the recommendations herein are anticipated to result in additional annual revenue of about $ 7,058,000, or a net increase of approximately $4,939,000 after accounting for new costs and cost savings. Recommendations 1.a. to 2 would result in a net increase of about $1,453,000 to the Parking Meter Fund, and recommendations 3 and 4 are anticipated to result in an increase in revenue of about $3,486,000 to the General Fund. While all program changes will start implementation early in FY 2027, the exact timing of revenue realization remains subject to some uncertainty. New revenue is expected to begin incrementally in the second half of FY 2027 before ramping up more significantly thereafter.

Table 1: Fiscal Impacts of Recommendations

Recommendation	New Cost	New Revenue	Cost Savings	Net Change
1.a. Extend parking meter operating hours to 8 p.m. citywide	$1,001,000[1]	$1,504,000	N/A	$503,000
1.b. Operate parking meters, pay stations, and parking enforcement on Sundays	$1,297,000[2]	$1,429,000	N/A	$132,000
1.c. Expand meter zones to new high-demand areas	$322,000[3]	$639,000[4]	N/A	$317,000
1.d. Authorize a transition to cashless parking meters and/or pay stations in the future	N/A	N/A	$95,000[5]	$95,000
2. Pass through parking meter costs currently paid by the City to a transparent transaction charge paid by the customer	N/A	N/A	$406,000[6]	$406,000
3. Increase Residential Parking Permit (RPP) fees for FY2028	N/A	$615,000[7]	N/A	$615,000
4. Update the Schedule of Parking Violations and Fines	N/A	$2,871,000[8]	N/A	$2,871,000
TOTAL	$2,257,000	$7,058,000[9]	$501,000	$5,302,000

NOTES

[1] Assumes 572 additional enforcement hours per year (2 hours per day, 6 days per week, 52 weeks per year, less 11 parking meter holidays). The projected increase in parking enforcement costs is driven by the recruitment of additional officers, though the specific number of new positions and timing of hiring remains to be determined.

[2] Assumes 613 additional enforcement hours per year to operate meters from 9 am to 8 pm on Sundays (11 additional hours per week, 52 weeks per year). Includes a one-time capital cost for six Parking Enforcement Officer Automated License Plate Reader (ALPR) units. While additional citation revenue generated by this expanded enforcement capacity will accrue to the General Fund, it is excluded from this table due to the inherent variability in potential enforcement outcomes and operations.

[3] Includes one-time capital costs of $296,000 plus ongoing operational service fees representing $25,920 annually.

[4] Assumes all new blocks would have 65% occupancy.

[5] Includes cost savings from eliminating cash handling fees, less maintenance, fewer parts and vehicles. Does not include labor savings, but 5 FTE staff are currently employed as parking meter coin collectors. Staff would be reassigned to cover

emergent needs in the City. The timing of this is not yet known, and therefore labor savings within these funds are not included in this table.

[6] Annual service and transaction fees paid to IPS Group, Inc. are about $456,000. Despite the shift to transparent transaction charges, the City would still owe a reduced annual service fee that is estimated at $50,000. New transaction charges are listed as "Cost Savings" in this table because new revenue from this change would go to the parking meter vendor, IPS Group, Inc., instead of the City. As shown in Table 2, cost savings and new revenue from these measures still do not completely cover City costs associated with administering parking programs.

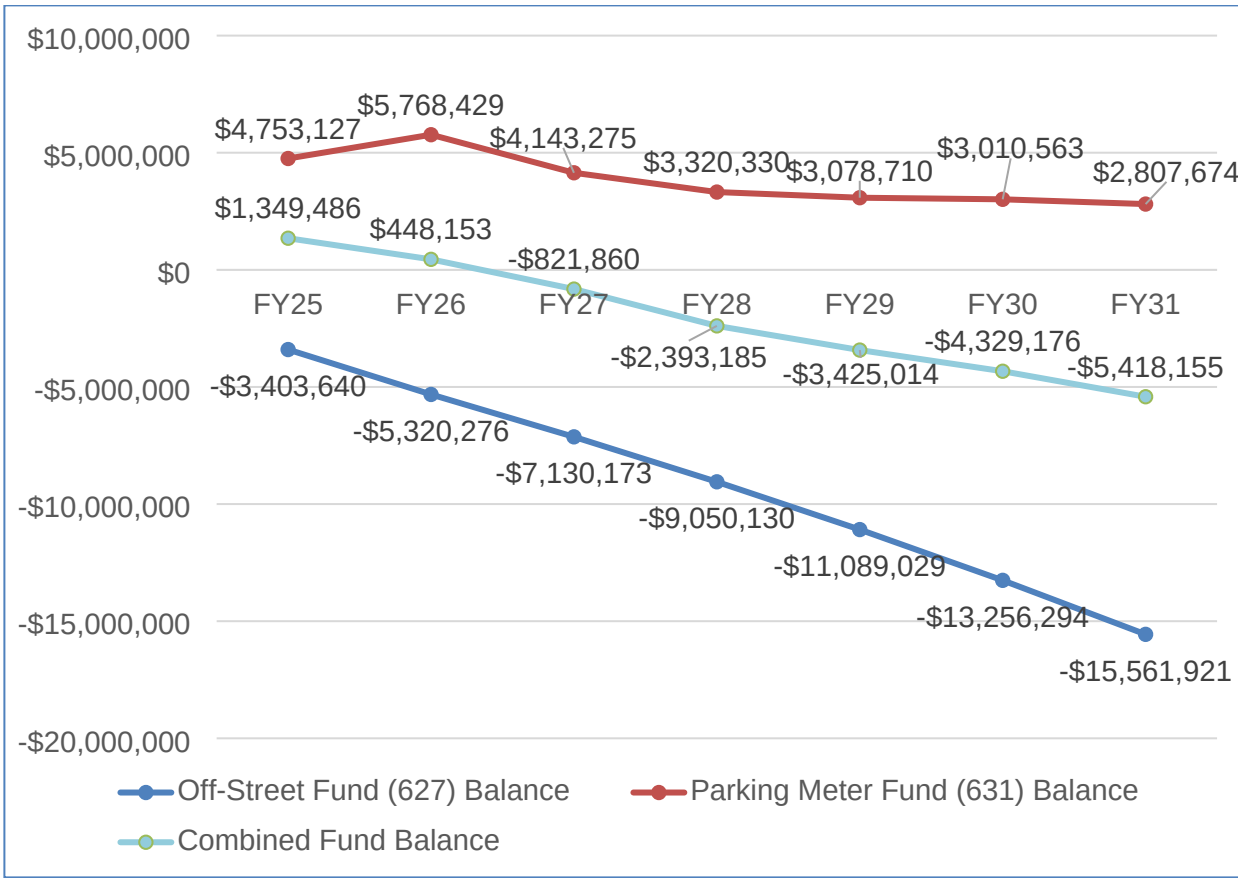
[7] Calculated by multiplying the number of active 1st, 2nd, 3rd, 4th, etc. permits by proposed FY 2028 fees. Revenue from other permit types was calculated by multiplying the average revenue for each permit type between FY 2021 to FY 2024 by the new FY 2028 fees.

[8] Increased fines are necessary to restore deterrence and recover enforcement costs. Therefore, fine amounts were adjusted to reflect cumulative inflation since 2010 based on the Consumer Price Index (CPI), which is between a 3-49% increase for each fine type depending on when the fine was last updated.

[9] These revenue figures are intentionally conservative and reflect only 80% of the estimated new revenue. The reduction is meant to account for unforeseen circumstances.

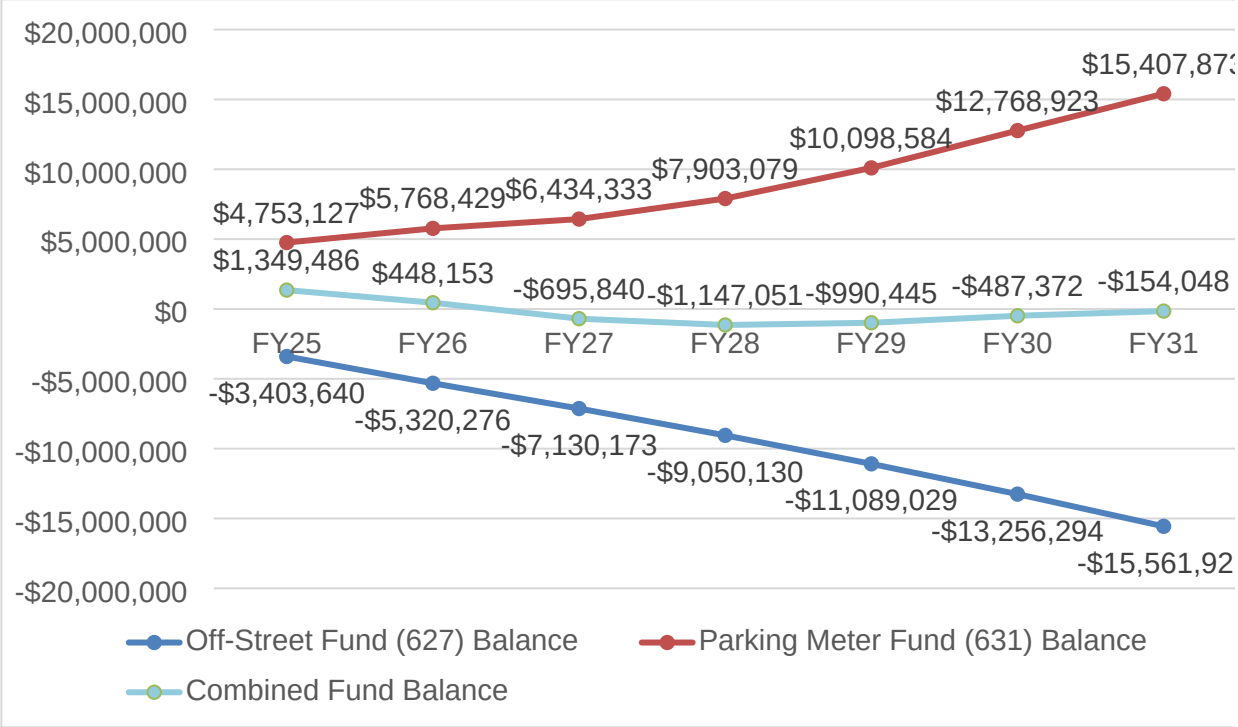
As shown in Figure 1 (following page), the combined parking fund balance is projected to reach a negative deficit by the end of FY 2027 and would continue declining if the recommended adjustments to the goBerkeley program are not implemented.

Figure 1: Combined Parking Fund Balance with No Action (FY 2025 - FY 2031)



As shown in Figure 2 (following page), implementing the recommendations herein increases Parking Meter Fund revenue and decreases costs, changing the trajectory of the combined parking fund balance starting in FY 2028. In the figure, half of the projected net new revenue from recommendations 1.a and 1.b would be realized in FY 2027 with the full amount anticipated to be realized in FY 2028. Half of the net new revenue from recommendation 1.c is projected to occur in FY 2028, with the full amount expected in FY 2029. Cost savings from recommendation 1.d are anticipated to occur in FY 2029, and all of the cost savings from recommendation 2 are anticipated to occur in FY 2027.

Figure 2: Combined Parking Fund Balance with Implementation of All Recommended Strategies (FY 2025 – FY 2031)



CURRENT SITUATION AND ITS EFFECTS

This report covers three primary changes to the City's parking program:

1. Adjustments to the goBerkeley program to address parking demand, modernize parking infrastructure, and reduce operational costs;
2. Updates to the Residential Parking Permit fees to cover City costs from administering the program and to reflect the City's environmental priorities; and
3. Updates to the Schedule of Parking Violations and Fines.

goBerkeley Adjustments

When combined, the City's Parking Meter and Off-Street Parking Funds are currently facing a projected structural deficit, necessitating a transition toward more sustainable and technologically modern management models. Recent data indicates that parking demand in Berkeley's commercial cores remains high during evenings and on Sundays—periods when meters are currently inactive. This lack of active management results in high occupancy, which discourages vehicle turnover, harms local business access, and increases "cruising" for spaces, a major contributor to localized traffic congestion and greenhouse gas emissions.

Furthermore, the operational maintenance of the City's aging parking infrastructure is increasingly inefficient; mechanical coin operators and receipt printers are the primary

point of failure for pay stations, and the manual collection of physical currency requires significant staff resources and armored transport costs. Currently, the City absorbs credit card processing fees for every transaction through a parking meter, which directly erodes the net revenue of the Parking Meter Fund and is inconsistent with the customer-paid “convenience fee” model used by the City’s mobile parking vendor, ParkMobile. By extending meter hours, expanding zones to unmanaged high-demand areas, and transitioning to a cashless, transparent cost-based model, the City can reduce operational overhead, stabilize the parking funds, and ensure that the cost of curb management is borne by users rather than being subsidized.

The revenue generated from parking meters is no longer sufficient to fully cover the costs of the Police Department’s Parking Enforcement unit, including the maintenance of enforcement vehicles, cost of labor, costs of License Plate Recognition (LPR) technology, Public Works operational costs, or the annual debt service costs (approximately $1.9 million) for the Center Street Garage reconstruction. Increasing revenue for the Parking Meter Fund provides the necessary cost recovery to maintain a robust parking management program.

Regional and National Comparison
San Francisco operates the most robust evening and weekend program in the region, with meters in high-traffic zones like Fisherman's Wharf and the Embarcadero running until 10 p.m. and on Sundays. Walnut Creek also operates meters until 8 p.m., including Sundays; and Oakland began operating parking meters on Sundays in January 2026. Outside of the Bay Area, other cities such as Sacramento, Los Angeles, Seattle, Washington D.C., and Chicago operate parking meters until 8 p.m. or later.

Equity Considerations
To mitigate potential barriers for unbanked or underbanked individuals who may be inconvenienced by the transition to a cashless parking environment, the new cashless pay stations would integrate Clipper card functionality into all new tap-to-pay parking hardware. Because Clipper cards can be replenished with physical currency at numerous retail locations and Bay Area Rapid Transit (BART) stations, they serve as a vital "cash-to-digital" bridge. This approach preserves the operational benefits of a cashless system—such as eliminating mechanical coin- or printer-jams and reducing manual cash processing costs—while ensuring that the public right-of-way remains accessible to all community members, regardless of their access to traditional banking or credit services.

Currently, the City employs five full-time staff members as parking meter collectors who are responsible for the collection and processing of cash from nearly 2,200 meters and pay stations. As the program transitions to cashless technology over a projected three-to-five-year period, these job descriptions will evolve to reflect the diminishing need for manual cash handling. If Public Works observes that these positions are no longer

necessary, affected staff would be reassigned to other roles within Public Works or the City.

Recommendations and Implementation
The implementation strategies for Staff's recommended goBerkeley adjustments are in Table 2, below.

Table 2: Recommended goBerkeley Adjustments and Implementation Strategies

Recommendation	Implementation Strategy
1.a. Extend parking meter operating hours to 8 p.m. citywide	Move to 9 a.m. to 8 p.m. meter operation and enforcement citywide. Replace signs in early FY 2027, starting with the areas with highest demand. Begin with a 30-day educational period in the first half of FY 2027 where only warning citations may be issued.
1.b. Operate parking meters, pay stations, and parking enforcement on Sundays citywide (9 a.m. to 8 p.m.)	
1.c. Expand meter zones to new high-demand areas	Install approximately 36 new pay stations in high-demand commercial areas currently lacking meters. Refer to Attachment 1, Exhibit A, for a list of expansion locations and their parking demand.
1.d. Authorize a transition to cashless parking meters and/or pay stations in the future	Replace aging hardware with units that accept Tap-to-Pay only (continue to offer mobile payment in all paid parking areas citywide. Begin with pilot unit on one block and survey users after one month of testing. If feedback is positive, replace all pay stations gradually citywide, one district at a time.
2. Pass through parking meter costs currently paid by the City to a transparent transaction charge paid by the customer	Replace the City-absorbed meter transaction costs for credit card purchases to a customer-paid service charge to accurately reflect the true costs to the City of providing parking management services. Transition to occur on a Sunday in early FY 2027. Transaction charge will be displayed on the screen prior to payment for transparency providing customers with the opportunity to cancel a transaction prior to paying.

The parking meter hour extension and Sunday paid parking would be rolled out via a strategic "soft launch" designed to prioritize public education and community awareness, starting with locations with the highest demand for parking. Following the formal start of operations, a one-month grace period would be established to allow

residents and visitors to adjust to the updated regulations. During this transitional phase, the City's parking enforcement team may issue non-punitive warning citations rather than financial penalties, ensuring that drivers are clearly informed of the new hours and days of operation. A consultant will evaluate the Police Department's parking enforcement staffing resources and capabilities during the initial implementation phase to provide recommendations for the optimal utilization of personnel moving forward.

Residential Parking Permit Fees

The Residential Parking Permit Program (RPP) was established to protect neighborhood quality of life, yet it currently faces a significant funding gap. Total program expenses are driven primarily by the personnel costs of 21 Parking Enforcement Officers and 3 supervisors, as well as administrative staff from Public Works, Finance, and the 311 call center. Total RPP expenses are estimated at approximately $4.12 million annually. Historically, however, RPP revenue, including citation revenue in RPP zones, has averaged only $2.85 million, leaving an estimated $1.3 million deficit that must be subsidized by the Parking Meter Fund and General Fund. Clearly, the fee structure must be modernized to reflect the true costs to the City of administering the Residential Parking Permit Program.

The current "flat-fee" structure also fails to address the environmental and equity impacts of excessive vehicle storage on public streets. Households that utilize the public right-of-way for three or more vehicles currently pay the same per-permit rate as those with only one vehicle, despite occupying a disproportionate amount of limited curb space. By transitioning to a graduated fee scale—where the first permit is more affordable than the 3rd permit for vehicles at a single address—the City can encourage residents to utilize off-street parking where available, reduce the "privatization" of public space for long-term car storage, and move the RPP program closer to its goal of being a self-supporting enterprise.

The recommended fee increases (see Table 3 on following page) would go into effect on May 1, 2027, the first day residents can purchase their FY 2028 RPP permits.

Table 3: Recommended FY 2028 RPP Permit Fees

Permit type	FY 2027 (Current Year)	FY 2028
Annual Residential & In-Home Care (3 per address)	$85	$100 first permit $125 second permit $150 third permit
Semi-Annual Residential & In-Home Care (3 per address)	$42	$50 first permit $63 second permit $75 third permit
Surcharge per Additional Annual or Semi-Annual Residential Permit, if Waiver Approved	$100	$150 base fee (equal to third permit fee) + $125 surcharge
Child Care	$83	$100
1-Day Visitor	$4	$5
14-Day Visitor	$44	$55
Neighborhood Serving Community Facility	$90	$105
1-Day Senior Center	$4	$5
Merchant	$190	$195

Schedule of Parking Violations and Fines

The City's Schedule of Parking Violations and Fines has not been comprehensively adjusted to keep pace with the rising costs of enforcement and regional inflation. While minor modifications to the schedule have been made recently based on changes to the California Vehicle Code, the fine amounts for some of the most common citations—such as expired meters or street sweeping—have not been increased in over 15 years. Currently, the City's fine amounts for many common violations are significantly lower than those of neighboring jurisdictions, which diminishes the deterrent effect of a citation. For example, a citation for an expired meter in Berkeley is currently $43, whereas the same violation is $64 in Oakland and as high as $108 in high-demand areas of San Francisco. Similarly, Berkeley's street sweeping fine is $49, compared to $72 in Oakland and $97 in San Francisco. As shown in Attachment 4, Exhibit A, the recommendation herein would increase the City's parking fines commensurate with cumulative inflation that has occurred since the last time each parking fine was increased. For most violation types, the last update was in 2010, and each of these fines are increased by 49%. However, some violation types were added to the Schedule of Parking Violations and Fines more recently, for example in 2012, 2018, 2023, and 2024, and therefore these fine amounts are increased by less. Increasing fine amounts to keep pace with inflation results in increases of between 3% to 49%, or in practical

terms, an expired meter fine of $64 and a street sweeping fine of $73, which still keeps Berkeley under San Francisco's fine amounts.

Public Outreach/Survey
In early March 2026, the City released a public survey regarding potential adjustments to the parking management program, which was accompanied by a community message released by the City's Communications team. The survey received 669 responses, equivalent to 33.5 hours of public comment. The survey results are included as Attachment 5 and summarized below.

A majority of respondents (over 50%) expressed agreement or strong agreement with each of the core objectives of the goBerkeley program, specifically:

- Improving parking availability near popular destinations.
- Reducing greenhouse gas emissions by decreasing vehicle "circling."
- Increasing vehicle turnover to support local economic vitality and merchant access.
- Enhancing safety for pedestrians and cyclists by reducing double-parking and distracted driving.

Feedback regarding proposed operational shifts was more closely divided, with sentiment leaning toward opposition for the following:

- Evening Meter Hours: 53% oppose vs. 36% support.
- Sunday Operations: 49% oppose vs. 43% support.
- Geographic Expansion: 44% oppose vs. 38% support.

There is decisive public support for infrastructure updates; 70% of respondents favor the transition to Tap-to-Pay hardware and the integration of Clipper cards as a cash-accessible alternative, while 17% are opposed.

Respondents showed moderate support for cost transparency, with 47% in favor and 33% opposed to the proposal for a transparent $0.25–$0.35 service charge.

Overall, managing parking demand and ensuring the solvency of the parking funds is consistent with the City's Strategic Plan, advancing our goals to provide state-of-the-art, well-maintained infrastructure, amenities, and facilities; and to provide an efficient and financially healthy City government.

BACKGROUND
The City's parking management program includes three main components

1. **goBerkeley**: the data-driven, demand-responsive parking management program consisting of parking meters in commercial areas, three City-owned garages, and two surface parking lots: one in the Elmwood district and the other near the intersection of Alcatraz Ave and Adeline Street;

2. The **Residential Parking Permit Program**: a neighborhood management system designed to prioritize curb space for residents and/or their caretakers, merchants, and institutional employees while protecting neighborhoods from overwhelming parking demand from visitors or commuters; and

3. **Parking Enforcement**: a dedicated team of 21 specialized officers, two supervisors, and one manager who utilizes License Plate Recognition technology in parking enforcement vehicles to systematically monitor and enforce parking regulations.

goBerkeley Adjustments

The goBerkeley Parking Program was established to manage the City's limited curb space through demand-responsive pricing, ensuring that residents, visitors, and customers can find available parking in or near commercial districts. On January 27, 2026, the City Council approved a series of "near-term" strategies—implemented on March 1, 2026, for on-street meters and April 1, 2026, for City garages—to start to address a structural deficit in the Parking Meter Fund (631) and the Off-Street Parking Fund (627). Despite these initial adjustments, both funds remain under pressure due to the high cost of maintaining aging hardware and the evolving driving patterns of a post-pandemic economy.

Currently, the City operates approximately 1,945 single-space meters and 242 multi-space pay stations. These aging units frequently require mechanical repairs due to printer and coin jams; and the manual collection of physical currency requires specialized personnel and secure transport. Transitioning to a cashless system represents the next phase of the goBerkeley roadmap, aimed at reducing "down-time" and unnecessary cost.

Parking meters are a strategy for managing the curb as a finite public resource. The goBerkeley program has been extended to different hours of the day and new commercial areas in the past where parking availability and turnover are critical for customer access and convenience. As shown in Attachment 1, Exhibit A, in the absence of pricing, many blocks without meters exceed 85% occupancy during the day, which effectively blocks access for short-term visitors, delivery drivers, and customers. Introducing meters encourages vehicle turnover, ensuring that a consistent number of spaces (one to two per block) remain available throughout the day. This improved accessibility is vital for the economic health of a district, as it significantly reduces "cruising," the process where drivers circle blocks searching for parking. Cruising is a major contributor to localized traffic congestion and greenhouse gas emissions. By pricing the curb to match demand, the City can decrease unnecessary vehicle miles traveled while ensuring that the public right-of-way supports the needs of local businesses and the environment.

Residential Parking Permit Fees

The RPP program was instituted in 1980 to: protect City residential neighborhoods from an influx of non-resident vehicles and related traffic; and to assure continued quality of life for residents. The RPP program limits parking for vehicles without valid permits in most areas to two hours and reserves available daytime parking for residents or other permit-holders, from 9 a.m. to 7 p.m. Monday through Friday, and on some blocks, Saturday.

On June 24, 2025, City Council approved increasing RPP Program fees for the FY 2027 permit year to make progress in addressing the gap between RPP Program revenue and expenses (Resolution No. 71,839-N.S. Regarding Preferential Parking Program Permit Fees). However, to achieve full cost recovery and align with the City's environmental goals, a more sophisticated structure is required. The proposed graduated fee scale for FY 2028 recognizes that the public right-of-way is a finite resource; by increasing the cost for households with three or more vehicles, the City seeks to encourage the use of off-street parking and reduce the long-term storage of private vehicles on public streets, thereby supporting Berkeley's Climate Action Plan goals.

Schedule of Parking Violations and Fines

Parking fines and late penalties are a critical tool for ensuring compliance with the City's parking regulations and recovering the cost of administering the City's parking programs. Berkeley's fine schedule has remained largely static for the last 15 years while nearby cities have adjusted theirs to account for inflation and the rising costs of enforcement equipment, including vehicles and License Plate Reader technology.

The current fine for an expired meter in Berkeley ($43) is significantly lower than in Oakland ($64) or San Francisco (up to $108), creating a "compliance gap" where the financial penalty is no longer a sufficient deterrent against overstaying time limits. This leads to reduced compliance with parking regulations and lower parking revenue collection.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

In general, parking supports driving by dedicating curb space to car storage rather than alternative modes such as transit, walking, or biking. Free parking encourages overuse, while charging fees for parking and enforcing parking regulations are the most effective ways to manage demand. Lower demand for parking signals fewer vehicle trips overall, resulting in reduced fuel consumption and congestion caused by drivers circling the block searching for parking. Moreover, fewer vehicle trips represents a shift toward sustainable alternatives such as walking, biking, or taking public transit, which improves air quality and lowers greenhouse gas emissions.

This action is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines § 15301 because the proposed adjustments to the goBerkeley

Parking Management Program, including extending meter hours, initiating Sunday operations, expanding meter zones, revising Residential Parking Permit fees, updating the parking violations schedule, and authorizing a transition to cashless parking meters, involve the operation, maintenance, and minor alteration of existing public facilities (including parking meters, pay stations, signage, and curbside regulations) without expanding their physical footprint or capacity. Further, as regulatory measures designed to maintain and protect environmental resources by reducing vehicle circling, lowering greenhouse gas emissions, and improving curbside management, these changes are also exempt under CEQA Guidelines § 15307 (Actions by Regulatory Agencies for Protection of Natural Resources). Additionally, the program updates constitute regulatory actions intended to ensure proper enforcement of parking regulations, improve compliance, and reduce environmental and traffic impacts, which are categorically exempt under §15308 (Actions by Regulatory Agencies for Protection of the Environment).

RATIONALE FOR RECOMMENDATION

This recommendation would align parking meter and permit fees with the cost of administering the Parking Management Program and the Residential Parking Permit programs, respectively. These strategies would ensure program costs are adequately covered including capital renewal and debt service. Without these measures, the City would not be able to administer these programs effectively because the combined parking fund balance is projected to be in deficit by approximately $1,000,000 at the end of FY 2027. As shown in Figure 1, above, with implementation of these measures, the combined Parking Fund balance is projected to be about $1,610,000 by the end of FY 2027.

ALTERNATIVE ACTIONS CONSIDERED

Staff considered other strategies such as advertising opportunities and reusing garages for other uses besides parking but determined these strategies would require additional personnel or capital investment and will be explored further in the future. Staff continue to evaluate the parking programs and their assets and expect to bring periodic recommendations to Council in the future.

CONTACT PERSON

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Attachments:
1: Ordinance:

Repeal and reenact Berkeley municipal code chapter 14.52 to extend meter operating hours to 8 p.m. citywide; operate parking meters on Sundays; allow parking meters in new high-demand areas; and authorize a transition to cashless parking meters.

2. Resolution:
   Directing the City Manager to Transition from City-Absorbed Parking Meter Transaction Costs to a Transparent Transaction Charge Paid by the Customer.
3. Resolution:
   Adopting a New Fee Structure and Updating Fees for the Residential Parking Permit (RPP) Program to Achieve Cost Recover and Advance City Environmental Goals
4. Resolution:
   Adopting and Updated Schedule of Fines and Late Payment Penalties for Parking Violations to Ensure Regional Alignment, Cost Recovery, and Enforcement Efficacy
5. Parking Survey Results
6. Public Hearing Notice

ORDINANCE NO. -N.S.

REPEAL AND REENACT BERKELEY MUNICIPAL CODE CHAPTER 14.52 TO EXTEND METER OPERATING HOURS TO 8 P.M. CITYWIDE; OPERATE PARKING METERS ON SUNDAYS; ALLOW PARKING METERS IN NEW HIGH-DEMAND AREAS; AND AUTHORIZE A TRANSITION TO CASHLESS PARKING METERS

BE IT ORDAINED by the Council of the City of Berkeley as follows:

Section 1. That Berkeley Municipal Code Chapter 14.52 is repealed and reenacted to read as follows:

14.52.010 Parking meter zones.

A. goBerkeley Program parking meter zones are those streets or portions of streets in the City located within the goBerkeley Areas hereinafter described as zones within which the parking of motor vehicles shall be controlled, regulated and inspected with the aid of parking meters, pay stations, and/or a City-approved software application that processes pay-by-phone payments from a mobile phone at fees set in 14.52.120:

Acton Street, both sides, from 150 feet north of University Avenue to University Avenue.

Addison Street, both sides, from Oxford Street to Martin Luther King Jr. Way.

Addison Street, north side, from Martin Luther King Jr. Way to 170 feet west of Martin Luther King Jr. Way.

Addison Street, north side, from Second Street to the Union Pacific Rail Right of Way.

Addison Street, south side, from Bonar Street to West Street.

Adeline Street, east side, from Ward Street to Essex Street.

Adeline Street, west side, from Russell Street to Ashby Avenue.

Alcatraz Avenue, south side, from 75 feet east of College Avenue to College Avenue.

Allston Way, both sides, from Oxford Street to Martin Luther King Jr. Way.

Ashby Avenue, both sides, from Domingo Avenue to Claremont Avenue.

Ashby Avenue, north side, from College Avenue to Benvenue Avenue.

Ashby Avenue, south side, from Benvenue Avenue to Elmwood Avenue.

Ashby Place, east side, from Ashby Avenue to a point 80 feet north of Ashby Avenue.

Bancroft Way, both sides, from Piedmont Avenue to Milvia Street.

Benvenue Avenue, west side, from Ashby Avenue to 100 feet south of Ashby Avenue.

Berkeley Square, both sides, from Addison Street to Center Street.

Berkeley Way, north side, from Oxford Street to Shattuck Avenue.

Berkeley Way, south side, from Oxford Street to 385 feet west of Shattuck Avenue.

Blake Street, both sides, from Telegraph Avenue to 125 feet west of Telegraph Avenue.

Blake Street, south side, from Shattuck Avenue to 80 feet west of Shattuck Avenue.

Bonar Street, east side, from University Avenue to 150 feet south of University Avenue.

Bonar Street, west side, from University Avenue to Addison Street.

Bonita Avenue, east side, from University Avenue to Berkeley Way.

Bowditch Street, east side, from Bancroft Way to Dwight Way.

California Street, both sides, from 100 feet north of University Avenue to 100 feet south of University Avenue.

California Street, both sides, from Ada Street to Hopkins Street.

Camelia Street, north side, from Tenth Street to Ninth Street.

Camelia Street, north side, from San Pablo Avenue to 100 feet west of San Pablo Avenue.

Center Street, both sides, from Oxford Street to Martin Luther King Jr. Way.

Channing Way, north side, from Shattuck Avenue to 250 feet west of Shattuck Avenue.

Channing Way, north side, from College Avenue to Dana Street.

Claremont Avenue, east side, from Russell Street to Ashby Avenue.

Claremont Avenue, west side, from Russell Street to Claremont Boulevard.

Colby Street, west side, from Webster Street to South Hospital Drive.

College Avenue, east side, from Bancroft Way to 200 feet south of Dwight Way.

College Avenue, west side, from Bancroft Way to Dwight Way.

College Avenue, east side, from 75 feet south of Webster Street to 175 feet north of Russell Street.

College Avenue, west side, from 140 feet north of Russell Street to Webster Street.

College Avenue, east side, from 150 feet north of Alcatraz Avenue to Berkeley-Oakland city limits south of Alcatraz Avenue.

College Avenue, west side, from Alcatraz Avenue to Berkeley-Oakland city limit, south of Alcatraz Avenue.

Colusa Avenue, east side, from Catalina Avenue to 225 feet south of Solano Avenue

Colusa Avenue, west side, from Catalina Avenue to 180 feet south of Solano Avenue.

Curtis Street, both sides, from 100 feet north of University Avenue to University Avenue.

Dana Street, both sides, from Bancroft Way to Channing Way.

Dana Street, west side, from Haste Street to 150 feet south of Haste Street.

Delaware Street, south side, from 60 feet east of Shattuck Avenue to Shattuck Avenue.

Derby Street, north side, from 150 feet east of Telegraph Avenue to 50 feet west of Telegraph Avenue.

Derby Street, south side, from 150 feet east of Telegraph Avenue to Telegraph Avenue.

Derby Street, south side, from 300 feet east of Milvia Street to Milvia Street.

Domingo Avenue, both sides, from Berkeley-Oakland city limit to Ashby Avenue.

Durant Avenue, both sides, from Fulton Street to Milvia Street.

Durant Avenue, both sides, from College Avenue to Ellsworth Street.

Dwight Way, both sides, from Fulton Street to Milvia Street.

Dwight Way, north side, from 300 feet east of Telegraph Avenue to 300 feet east of Dana Street.

Dwight Way, north side, from College Avenue to Bowditch Street.

Dwight Way, south side, from 125 feet east of Regent Street to 325 feet west of Telegraph Avenue.

Dwight Way, south side, from Benvenue Avenue to Hillegass Avenue.

Dwight Way, north side, from 40 feet east of San Pablo Avenue to San Pablo Avenue.

Eighth Street, west side, from 100 feet north of University Avenue to 200 feet south of University Avenue.

Eighth Street, both sides, from Carleton Street to Pardee Street.

Ensenada Avenue, east side, from 66 feet north of Solano Avenue to 90 feet south of Solano Avenue.

Euclid Avenue, east side, from 135 feet north of Ridge Road to Hearst Avenue.

Euclid Avenue, west side, from 130 feet north of Ridge Road to Hearst Avenue.

Fifth Street, west side, from Virginia Street to Hearst Avenue.

Fifth Street, both sides, from Hearst Avenue to Addison Street.

Fifth Street, west side, from Virginia Street to Delaware Street.

Fifth Street, both sides, from Delaware Street to Hearst Avenue.

Fifth Street, both sides, from Hearst Avenue to University Avenue.

Fourth Street, east side, from Virginia Street to Addison Street.

Fourth Street, west side, from Cedar Street to Addison Street.

Francisco Street, both sides, from Shattuck Avenue to 100 feet west of Shattuck Avenue.

Fresno Avenue, east side, from Solano Avenue to 69 feet south of Solano Avenue.

Fulton Street, both sides, from Kittredge Street to Bancroft Way.

Fulton Street, east side, from Bancroft Way to Durant Avenue.

Fulton Street, west side, beginning at Durant Avenue and extending south for 80 feet.

Grant Street, both sides, from 100 feet north of University Avenue to 100 feet south of University Avenue.

Grayson Street, south side, from San Pablo Avenue to 60 feet west of San Pablo Avenue.

Harold Way, both sides, from Allston Way to Kittredge Street.

Haste Street, both sides, from 250 feet east of Shattuck Avenue to Milvia Street.

Haste Street, north side, from College Avenue to Dana Street.

Haste Street, south side, from 300 feet east of Telegraph Avenue to 350 feet west of Telegraph Avenue.

Haste Street, south side, from College Avenue to Bowditch Street.

Hearst Avenue, north side, from LaLoma Avenue to Scenic Avenue.

Hearst Avenue, south side, from Euclid Avenue to Gayley Road.

Hearst Avenue, south side, from Oxford Street to Arch Street.

Hearst Avenue, both sides, from Oxford Street to Shattuck Avenue.

Hearst Avenue, north side, from Fifth Street to Third Street.

Hearst Avenue, south side, from Sixth Street to Third Street.

Heinz Avenue, both sides, from Seventh Street to Ninth Street.

Hopkins Street, both sides, from Monterey Avenue to McGee Avenue.

Hopkins Street, both sides, from Hopkins Court to Monterey Avenue.

Kittredge Street, both sides, from Oxford Street to Milvia Street.

La Loma Avenue, both sides, from Ridge Road to Hearst Avenue.

LeRoy Avenue, both sides, from Ridge Road to Hearst Avenue.

Lincoln Street, south side, from Shattuck Avenue to 150 feet west of Shattuck Avenue.

Martin Luther King Jr. Way, both sides, from Addison Street to Allston Way.

Martin Luther King Jr. Way, both sides, from Alcatraz to 63rd Street.

Milvia Street, both sides, from Berkeley Way to Center Street.

Milvia Street, east side, from Center Street to Bancroft Way.

Milvia Street, both sides from Derby Street to Ward Street.

Modoc Street, east side, from Solano Avenue to 90 feet south of Solano Avenue.

Modoc Street, west side, from Solano Avenue to 66 feet south of Solano Avenue.

Ninth Street, east side, from 300 feet north of Gilman Street to Gilman Street.

Ninth Street, west side, from 75 feet north of University Avenue to 150 feet south of University Avenue.

Ninth Street, both sides, from Heinz Avenue to Anthony Street.

Ninth Street, east side, from Anthony Street to Potter Street.

Oregon Street, north side, from 75 feet east of Telegraph Avenue to 50 feet west of Telegraph Avenue.

Oregon Street, south side, from 175 feet east of Telegraph Avenue to Telegraph Avenue.

Oregon Street, both sides, from Shattuck Avenue to Adeline Street.

Oxford Street, both sides, from Hearst Avenue to Kittredge Street.

Page Street, north side, from San Pablo Avenue to Tenth Street.

Pardee Street, south side, from San Pablo Avenue extending 60 feet west of San Pablo Avenue.

Parker Street, both sides, from 200 feet west of Regent Street to 100 feet west of Telegraph Avenue.

Parker Street, both sides, from Shattuck Avenue to 100 feet west of Shattuck Avenue.

Parker Street, north side, from 100 feet east of Shattuck Avenue to Shattuck Avenue.

Potter Street, both sides, from Seventh Street to Ninth Street.

Regent Street, east side, from Ashby Avenue to 125 feet south of Webster Street.

Regent Street, west side, from Ashby Avenue to South Hospital Drive.

Ridge Road, north side, from 100 feet east of Euclid Avenue to 250 feet west of Euclid Avenue.

Ridge Road, south side, from LeRoy Avenue to 250 feet west of Euclid Avenue.

Rose Street, north side, from 100 feet east of Shattuck Avenue to 100 feet west of Henry Street.

Rose Street, south side, from Walnut Street to Shattuck Place.

Russell Street, north side, from 85 feet east of College Avenue to 175 feet west of College Avenue.

Russell Street, south side, from 120 feet east of College Avenue to 200 feet west of College Avenue.

Russell Street, south side, from 75 feet east of Telegraph Avenue to 100 feet west of Telegraph Avenue.

San Pablo Avenue, both sides, from Harrison Street to Carrison Street.

Scenic Avenue, east side, from Hearst Avenue to Ridge Road.

Seventh Street, east side, from University Avenue to 150 feet south of University Avenue.

Shattuck Avenue, both sides, from 100 feet north of Rose Street to University Avenue.

Shattuck Avenue, both sides, of the east roadway, from University Avenue to Addison Street (Shattuck Square).

Shattuck Avenue, both sides, of the west roadway, from University Avenue to Addison Street (Shattuck Square).

Shattuck Avenue, both sides, of the east roadway, from Addison Street to Center Street (Berkeley Square).

Shattuck Avenue, both sides, of the west roadway, from Addison Street to Center Street (Berkeley Square).

Shattuck Avenue, both sides, from Center Street to Ashby Avenue.

Shattuck Place, both sides, from Rose Street to Shattuck Avenue.

Sixth Street, east side, University Avenue to Addison Street.

Solano Avenue, both sides, from Tulare Avenue to The Alameda.

Solano Avenue, north side, from 140 feet to 184 feet east of The Alameda.

South Hospital Drive, south side, from Colby Street to 75 feet west of Colby Street.

Stuart Street, north side, from 70 feet east of Shattuck Avenue to Adeline Street.

Stuart Street, south side, from 50 feet east of Telegraph Avenue to Telegraph Avenue.

Tacoma Avenue, both sides, from 66 feet north of Solano Avenue to Solano Avenue.

Telegraph Avenue, both sides, from Bancroft Way to Dwight Way.

Telegraph Avenue, both sides, from Dwight Way to Woolsey Street.

Tenth Street, west side, from 300 feet north of Gilman Street to Gilman Street.

Tenth Street, both sides, from Gilman Street to Camelia Street.

Tenth Street, east side, from 100 feet north of University Avenue to 100 feet south of University Avenue.

Tenth Street, both sides, from Parker Street to Carleton Street.

The Alameda, east side, from Solano Avenue to Los Angeles Avenue.

The Alameda, west side, from 90 feet north of Solano Avenue to 220 feet north of Los Angeles Avenue.

Tulare Avenue, east side, from Solano Avenue to 90 feet south of Solano Avenue.

University Avenue, both sides, from Oxford Street to Third Street.

Vine Street, north side, from 75 feet east of Walnut Street to 100 feet east of Henry Street.

Vine Street, south side, from 150 feet east of Walnut Street to 100 feet east of Henry Street.

Virginia Street, north side, from 150 feet east of Shattuck Avenue to 150 feet west of Shattuck Avenue.

Virginia Street, south side, from Shattuck Avenue to 125 feet west of Shattuck Avenue.

Walnut Street, east side, from 75 feet north of Vine Street to 125 feet south of Vine Street.

Walnut Street, west side, from Rose Street to 200 feet south of Vine Street.

Walnut Street, both sides, from Berkeley Way to University Avenue.

Ward Street, north side, from 300 feet east of Milvia Street to Milvia Street.

Webster Street, both sides, from 125 feet east of College Avenue to 100 feet west of College Avenue.

Webster Street, north side, from Colby Street to 150 feet west of Telegraph Avenue.

Webster Street, south side, from Colby Street to 100 feet west of Telegraph Avenue.

B. goBerkeley SmartSpace Program parking meter zones are those streets or portions of streets currently included in Residential Preferential Program (RPP) Area I in the City hereinafter described as zones within which the parking of motor vehicles shall be controlled, regulated and inspected with the aid of parking meters, pay stations, and/or a City-approved software application that processes pay-by-phone payments from a mobile phone at fees set in 14.52.120:

Channing Way, north side, from Piedmont Avenue to College Avenue.

Durant Avenue, both sides, from Piedmont Avenue to College Avenue.

Haste Street, both sides, from Piedmont Avenue to College Avenue.

Piedmont Avenue, both sides, from Bancroft Way to Dwight Way.

C. The City Traffic Engineer shall cause parking meters and pay stations to be installed and maintained in all parking meter zones.

14.52.020 Manner of installation.

A. *Single space meters.*

1. Parking meters shall be installed upon the curb or sidewalk area immediately adjacent to each parking space. Each meter shall be placed in such manner as to show or display by a sign or signal that the parking space adjacent thereto is or is not legally in use. Each parking meter shall indicate the limit of parking time in the parking space adjacent to the parking meter.

2. Each parking meter shall be set to display, after the operational procedure has been completed, a sign or signal indicating legal parking for that period of time conforming to the limit of parking time as indicated on the meter, and shall continue to operate from the time of the completion of the operational procedure until the expiration of the time fixed as the parking limit or a portion thereof for the part of the street upon which said meter is placed. Each said meter shall also be so arranged that upon the expiration of said legal parking time it will indicate by a mechanical operation and by proper signal that the lawful parking period has expired.

B. *Pay stations.*

1. Pay stations are used to accept payment for multiple paid parking spaces on a block face or off-street parking lot and shall include pay-and-display stations and pay-by-plate stations.

2. Pay stations shall be installed upon the curb or sidewalk area within any designated meter zone. Each pay station shall indicate the limit of parking time in that particular designated meter zone.

3. Each pay-and-display station shall be set to dispense, after the operational procedure has been completed, a two-part windshield dispensing machine ticket indicating legal parking for that period of time conforming to the limit of parking time as indicated on the pay-and-display station or indicated by signage or curb markings.

4. Each pay-by-plate station shall be set for the vehicle operator to register their vehicle license plate as the parking permit indicating legal parking for that period of time conforming to the limit of parking time as indicated on the pay-by-plate station or indicated by signage or curb markings.

14.52.030 Time of operation of parking meters and pay stations.

A. The provision of this chapter relating to the operation of parking meters and pay stations shall be effective between the hours of nine a.m. and eight p.m. every day, and as may be otherwise provided for specific locations in the sections of establishing parking meter zones.

B. *goBerkeley SmartSpace Program*

1. The provision of this chapter relating to the operation of parking meters and pay stations in the goBerkeley SmartSpace program areas listed in 14.52.010 (B) shall be effective between the hours of eight a.m. and eight p.m. every day.

2. A motor vehicle which has a valid RPP “Area I” annual or visitor residential parking permit is exempt from hourly paid parking in the goBerkeley SmartSpace program areas listed in 14.52.010 (B).

14.52.040 Operational procedure to be followed.

A. *Single space meters.* Immediately after occupancy of a parking meter space, the operator of a vehicle shall, if necessary, deposit a coin of the United States, or use a credit or debit card acceptable to the City, or use a tap-to-pay enabled device, or use a City-approved software application that processes pay-by-phone payments from a mobile phone, at said parking meter in accordance with the instructions posted on the face of the parking meter or the pay-by-phone software application that processes payments from a mobile device.

B. *Pay-and-display stations.*

1. Immediately after occupancy of a pay-and-display station space, the operator of a vehicle shall, if necessary, locate the nearest pay-and-display station on the block and deposit a coin of the United States, or use a credit or debit card acceptable to the City, or use a tap-to-pay enabled device, or use a City-approved software application that processes pay-by-phone payments from a mobile phone at said pay-and-display station and make selections in accordance with the instructions posted on the face of the pay-and-display station, or the pay-by-phone software application that processes payments from a mobile phone.

2. Upon obtaining the printed dispensing machine ticket from the pay-and-display station, the operator of the vehicle shall return immediately to their vehicle and place the dispensing machine ticket face up on the street-side of the vehicle’s dashboard in such a manner that the expiration time and date are readily visible from the exterior.

C. *Pay-by-plate stations*.

Immediately after occupancy of a pay-by-plate station space, the operator of a vehicle shall, if necessary, locate the nearest pay-by-plate station on the block, enter their vehicle license plate number to register their payment, deposit a coin of the United States, or use a credit or debit card acceptable to the City, or use a tap-to-pay enabled device, or use a City-approved software application that processes pay-by-phone payments from a mobile phone at said pay-by-plate station, and make selections in accordance with the instructions posted on the face of the pay-by-plate station, or the pay-by-phone software application that processes payments from a mobile phone.

14.52.050 Unlawful to park after meter and/or pay station time has expired.

A. *Single space meter.* It is unlawful for the operator of any vehicle to permit said vehicle to remain parked in any parking space during any time that an operable meter is showing a signal indicating that such space is illegally in use, such as where the time has expired, unless the operator of the vehicle has otherwise paid for the parking space via the use of a City-approved software application that processes pay-by-phone payments from a mobile phone, other than such time immediately after the original occupancy as is necessary to operate the meter to show legal parking.

B. *Pay-and-display stations.* It is unlawful for the operator of any vehicle to permit said vehicle to remain parked in any parking space during any time that pay-and-display station dispensing machine ticket is indicating that such space is illegally in use, such as where the time has expired, unless the operator of the vehicle has otherwise paid for the parking space via the use of a City-approved software application that processes pay-by-phone payments from a mobile phone, other than such time immediately after the original occupancy as is necessary to obtain a receipt from the pay-and-display station and to place said dispensing machine ticket face up on the street-side of the vehicle’s dashboard to show legal parking.

C. *Pay-by plate stations*. It is unlawful for the operator of any vehicle to permit said vehicle to remain parked in any parking space during any time that the operator has not registered their vehicle by entering their vehicle license plate number and submitted payment at the nearest pay-by-plate station, unless the operator of the vehicle has otherwise paid for the parking space via the use of a City-approved software application that processes pay-by-phone payments from a mobile phone, other than such time immediately after the original occupancy as is necessary to register their vehicle license plate number at the pay-by-plate station.

14.52.060 Unlawful to extend time beyond limit.

A. *Single space meter.* It is unlawful and a violation of the provisions of this chapter for any person to follow the operational procedure or any part of the operational procedure for the purpose of increasing or extending the parking time of any vehicle beyond the

legal parking time which has been established for the parking space adjacent to which said parking meter is placed.

B. *Pay-and-display stations.* It is unlawful and a violation of the provisions of this chapter for any person to follow the operational procedure or any part of the operational procedure for the purpose of increasing or extending the parking time of any vehicle beyond the legal parking time which has been established for the parking space which is indicated on the pay-and-display station dispensing machine ticket.

C. *Pay-by-plate stations*. It is unlawful and a violation of the provisions of this chapter for any person to follow the operational procedure or any part of the operational procedure for the purpose of increasing or extending the parking time of any vehicle beyond the legal parking time which has been established for the parking space controlled by the nearest pay-by-plate station.

14.52.063 No pay-and-display dispensing machine ticket displayed.
A motor vehicle on which is properly displayed a valid pay-and-display dispensing machine ticket as provided for herein shall be permitted to stand or be parked in a pay-and-display zone for which the dispensing machine ticket has been issued for the period of time indicated on the dispensing machine ticket without being subject to parking penalties in effect for such area. However, any motor vehicle on which there is not displayed a valid dispensing machine ticket as provided herein shall be subject to parking regulations and consequent penalties in effect for such area. (Ord. 7305-NS (part), 2013)

14.52.066 Improperly displayed pay-and-display dispensing machine ticket.
A motor vehicle on which the pay-and-display dispensing machine ticket is not properly displayed as provided herein shall be subject to parking regulations and consequent penalties in effect for such area. (Ord. 7305-NS (part), 2013)

14.52.070 Improper use of meter and pay station.
It is unlawful to deposit or cause to be deposited in any parking meter any defaced or bent coin, or any slug, device or metallic substitute for a coin of the United States, or to otherwise use any card or other device in a parking meter or pay station having alternative payment capability in lieu of a card or device lawful and appropriate to an alternative payment process at such parking meter or pay station, or for any person to deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any parking meter or pay station. (Ord. 7305-NS (part), 2013)

14.52.080 Deposit of coins in meter or coins, credit card, debit card, or epark card in meter or pay station by unauthorized person.

A. *Single space meter.* It is unlawful for any person, other than the owner or operator of a vehicle, to deposit any coin, debit card or credit card in any parking meter without the

knowledge or consent of said owner or operator of the vehicle using the parking space immediately adjacent to said meter.

B. *Pay stations.* It is unlawful for any person, other than the owner or operator of a vehicle, to deposit any coin, credit card, debit card, or epark card in any pay station without the knowledge or consent of said owner or operator of the vehicle using the parking space. (Ord. 7305-NS (part), 2013)

14.52.090 Parking meters, pay stations and parking meter/pay station standards not to be used for certain purposes.

A. *Single space meters.* It is unlawful for any person to attach anything to or allow a bicycle, newsrack or any other article or thing to lean against a parking meter or a parking meter standard.

B. *Pay stations.* It is unlawful for any person to attach anything to or allow a bicycle, newsrack or any other article or thing to lean against a pay station unit or a pay station standard. (Ord. 7305-NS (part), 2013)

14.52.100 Rule of evidence.

A. *Single space meters.* The parking or standing of any motor vehicle in a parking space, at which space the parking meter displays the sign or signal indicating illegal parking, shall constitute a prima facie presumption that the vehicle has been parked or allowed to stand in such space for a period longer than permitted by this chapter.

B. *Pay-and-display stations.* The parking or standing of any motor vehicle in a parking space, at which space the pay-and-display station dispensing machine ticket indicates illegal parking, shall constitute a prima facie presumption that the vehicle has been parked or allowed to stand in such space for a period longer than permitted by this chapter.

C. *Pay-by-plate stations.* The parking or standing of any motor vehicle in a parking space, at which space the vehicle license plate has not been registered at the nearest pay-by-plate station, shall constitute a prima facie presumption that the vehicle has been parked or allowed to stand in such a space for a period longer than permitted by this chapter.

14.52.110 Use of money deposited in parking meters and pay stations.

Except as permitted under subdivision G below, all moneys collected from parking meters and pay stations in the City shall be placed in a special fund, which fund shall be used for the following purposes:

A. For the purchasing, leasing, installing, repairing, maintaining, operating, removing, regulating and policing of parking meters and pay stations in the City and for the payment of any and all expenses relating or incidental thereto.

B. For the purchasing, leasing, acquiring, improving, operating and maintaining of off-street parking facilities in the City.

C. For the installation and maintenance of traffic control devices and signals.

D. For the painting and marking of streets and curbs required for the direction of traffic and the parking of motor vehicles.

E. For the proper regulation, control and inspection of parking and traffic upon the public streets.

F. To be pledged as security for the payment of principal of and interest on off-street parking revenue bonds issued by the City.

G. Additional Revenue deemed to be generated by the goBerkeley Program will be used to fund goBerkeley efforts, pursuant to Section 1012(b) of Intermodal Surface Transportation Efficiency Act of 1991, as amended, as agreed in the 2012 Cooperative Agreement between the City of Berkeley, the California Department of Transportation and the Federal Highway Administration.

H. Surplus money not utilized under subdivision A through F above may be transferred to the general fund. The City Manager or their designee may make an annual determination as to what is surplus based on the needs and obligations of the special fund and transfer such surplus to the general fund. (Ord. 7498-NS § 2, 2016: Ord. 7305-NS (part), 2013).

14.52.120 Parking meter and pay station fees.

Single-space meter and pay station fees for the goBerkeley Program parking meter zones hereinabove set forth in 14.52.010 shall be as follows:

A. For goBerkeley Program parking meter zones set forth in 14.52.010:

1. Pay stations and credit card enabled single-space meters may accept nickels, dimes, quarters, one dollar coins, credit/debit cards, and tap-to-pay mobile devices. The City Manager may authorize the removal of coin-acceptance hardware to transition to a cashless parking environment.

2. The minimum transaction amount for cash payment shall be five cents ($0.05) and shall purchase a segment of time proportional to the prevailing hourly rate, rounded up

to the nearest whole minute. The prevailing hourly rate for meter zones specified in 14.52.010 shall be set by section 14.52.120(B).

3. The minute minimum transaction amount for credit/debit card payment shall be set by the City Manager to ensure cost recovery for transaction processing fees. The prevailing hourly rate for meter zones specified in 14.52.010 shall be set by section 14.52.120(B).

B. At single-space meters and pay stations within the goBerkeley Program parking meter zones:

1. The hourly rate may vary between $0.50 and $5.00 per hour effective FY 2017, between $0.50 and $6.00 per hour effective FY 2018, between $0.50 and $7.00 effective FY 2019, and between $0.50 and $8.00 effective FY 2020, as set by the City Manager.

2. The parking fee may be either flat rates (same rate for a specified time period e.g. 1 hour, 4 hours, all day), or may be variable rates based on time of day, length of stay, or a combination of those pricing structures, as set by the City Manager.

3. The City Manager may adjust the parking fee by increments no larger than 50 cents ($0.50) per hour.

4. The City Manager may implement special event pricing at designated times and at designated pay stations and parking meters,

5. Adjustments to the parking fee must be supported by published data on parking usage statistics with the goal of achieving 65-85% parking occupancy of spaces as calculated in the goBerkeley Program Guidelines.

6. Adjustments to the parking fee at pay stations and parking meters must be posted to the City's website no later than 30 calendar days prior to the adjustment.

7. Parking rates may be adjusted no more frequently than once per 60 calendar days. (Ord. 7752-NS § 2, 2021: Ord. 7498-NS § 3, 2016: Ord. 7308-NS § 1, 2013: Ord. 7305-NS (part), 2013)

14.52.130 Time limits enforced at inoperable parking meters and pay stations.

A. *Single space meters.* Where parking meters are installed in the City, if the parking meter is inoperable, the time limits posted on the parking meter shall be enforced during the hours of operation of parking meters.

B. *Pay stations.* Where pay stations are installed in the City, if the pay station is inoperable, the time limits posted on the pay station within the block that the vehicle is

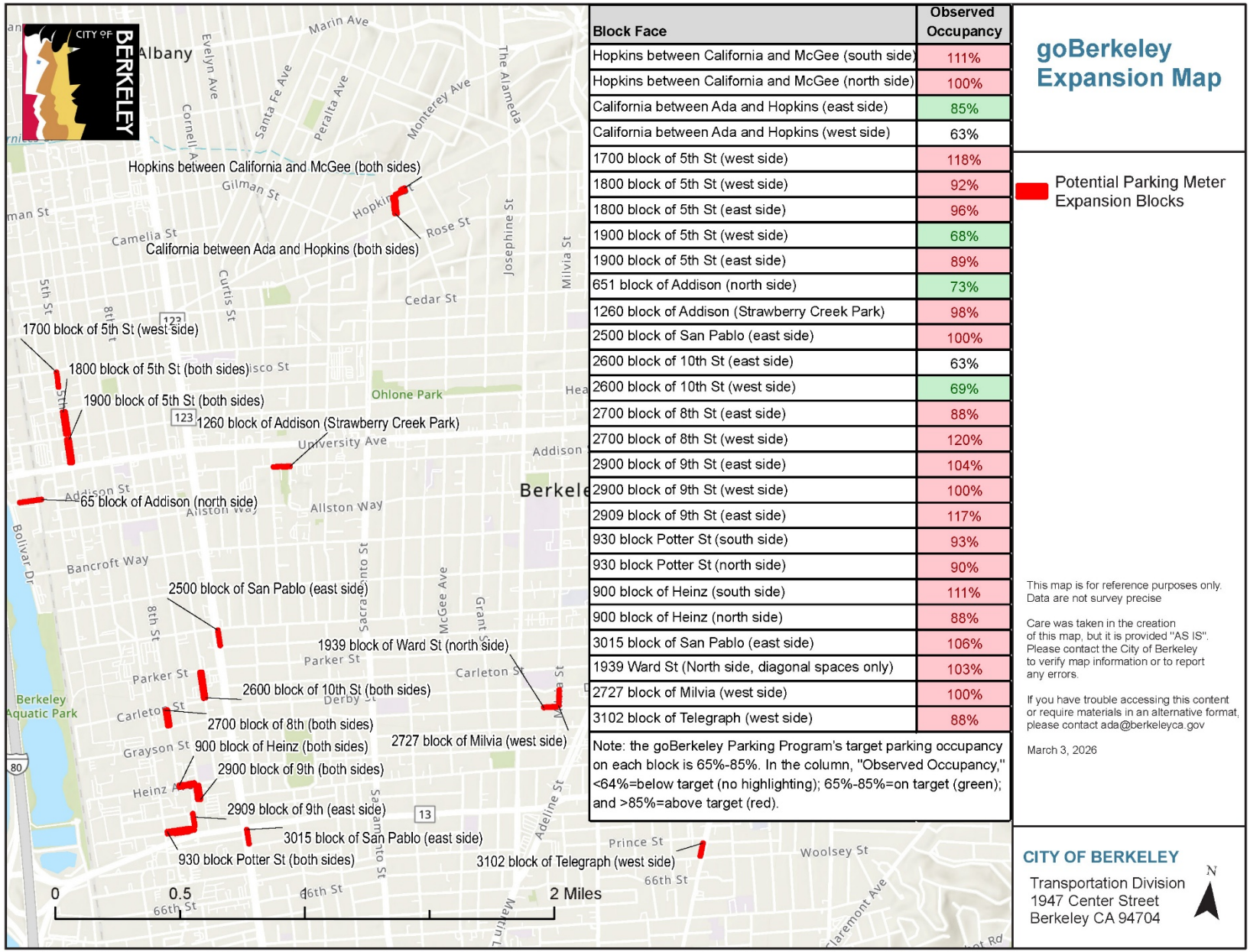
parked or indicated by signage or curb markings shall be enforced during the hours of operation of the pay station.

Section 2. Copies of this Ordinance shall be posted for two days prior to adoption in the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way. Within 15 days of adoption, copies of this Ordinance shall be filed at each branch of the Berkeley Public Library and the title shall be published in a newspaper of general circulation.

Exhibits

A: goBerkeley Operating Area Map

Exhibit A: goBerkeley Expansion Map



Block Face	Observed Occupancy
Hopkins between California and McGee (south side)	111%
Hopkins between California and McGee (north side)	100%
California between Ada and Hopkins (east side)	85%
California between Ada and Hopkins (west side)	63%
1700 block of 5th St (west side)	118%
1800 block of 5th St (west side)	92%
1800 block of 5th St (east side)	96%
1900 block of 5th St (west side)	68%
1900 block of 5th St (east side)	89%
651 block of Addison (north side)	73%
1260 block of Addison (Strawberry Creek Park)	98%
2500 block of San Pablo (east side)	100%
2600 block of 10th St (east side)	63%
2600 block of 10th St (west side)	69%
2700 block of 8th St (east side)	88%
2700 block of 8th St (west side)	120%
2900 block of 9th St (east side)	104%
2900 block of 9th St (west side)	100%
2909 block of 9th St (east side)	117%
930 block Potter St (south side)	93%
930 block Potter St (north side)	90%
900 block of Heinz (south side)	111%
900 block of Heinz (north side)	88%
3015 block of San Pablo (east side)	106%
1939 Ward St (North side, diagonal spaces only)	103%
2727 block of Milvia (west side)	100%
3102 block of Telegraph (west side)	88%

Note: the goBerkeley Parking Program's target parking occupancy on each block is 65%-85%. In the column, "Observed Occupancy," <64%=below target (no highlighting); 65%-85%=on target (green); and >85%=above target (red).

goBerkeley Expansion Map

Potential Parking Meter Expansion Blocks

This map is for reference purposes only. Data are not survey precise

Care was taken in the creation of this map, but it is provided "AS IS". Please contact the City of Berkeley to verify map information or to report any errors.

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March 3, 2026

CITY OF BERKELEY
Transportation Division
1947 Center Street
Berkeley CA 94704

N

RESOLUTION NO. ##,###-N.S.

DIRECTING THE CITY MANAGER TO TRANSITION FROM CITY-ABSORBED PARKING METER TRANSACTION COSTS TO A TRANSPARENT TRANSACTION CHARGE PAID BY THE CUSTOMER

WHEREAS, the City of Berkeley's goBerkeley Parking Management Program is designed to manage curb space through demand-responsive pricing; and

WHEREAS, the Parking Meter Fund (631) and Off-Street Parking Fund (627) are currently facing projected structural deficits due to rising operational, maintenance, and personnel costs; and

WHEREAS, the City currently utilizes a "hidden fee" model for on-street parking and garage transactions, wherein the City absorbs all credit card processing fees and merchant service charges, effectively reducing the net revenue available for infrastructure maintenance and operational improvements; and

WHEREAS, the absorption of these fees results in a multi-hundred-thousand-dollar annual impact on the Parking Meter Fund; and

WHEREAS, Berkeley's existing mobile payment platform (ParkMobile) already utilizes a transparent service fee model, wherein the customer pays a small "convenience" fee for the convenience of mobile payment, a model that is widely accepted and understood by the public; and

WHEREAS, transitioning to a transparent transaction charge for all credit card and digital transactions at physical meters and pay stations will align Berkeley's hardware payment model with its mobile payment model, creating a consistent user experience across all payment platforms; and

WHEREAS, this shift ensures that the costs of digital payment processing are borne by the user of the service rather than being subsidized by the City's parking funds, thereby preserving revenue for critical public services and transit-related goals; and

WHEREAS, providing transparency in cost structures allows the City to more accurately set hourly parking rates based on occupancy data without those rates being artificially inflated or eroded by merchant service costs; and

WHEREAS, the City Council finds this action is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Sections 15301, 15307 and 15308.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is hereby authorized and directed to transition the City's parking payment

systems from a City-absorbed cost model to a transparent transaction charge model, wherein a per-transaction service charge is paid by the customer.

BE IT FURTHER RESOLVED that the City Manager is authorized to set and adjust such costs as necessary to cover the prevailing costs of credit card processing and vendor transaction charges, ensuring the model remains consistent with the City’s mobile payment integrations.

RESOLUTION NO. ##,###-N.S.

ADOPTING A NEW FEE STRUCTURE AND UPDATING FEES FOR THE RESIDENTIAL PARKING PERMIT (RPP) PROGRAM TO ACHIEVE COST RECOVERY AND ADVANCE CITY ENVIRONMENTAL GOALS

WHEREAS, the Residential Parking Permit (RPP) Program was established in 1980 to protect Berkeley neighborhoods from commuter parking overflow and to preserve the quality of life for residents; and

WHEREAS, the annual cost to administer, maintain, and enforce the RPP program—including personnel costs for Public Works administrative staff, 21 Police Department Parking Enforcement Officers, and 3 supervisors—is approximately $4.12 million; and

WHEREAS, the RPP program has historically operated at a significant structural deficit, with average annual permit revenues of only $2.85 million, requiring a $1.3 million annual subsidy from the City’s General Fund and Parking Meter Fund; and

WHEREAS, the City’s Strategic Plan and Climate Action Plan prioritize the efficient management of the public right-of-way and the reduction of greenhouse gas emissions through sustainable transportation policies; and

WHEREAS, the current "flat-fee" permit structure does not account for the disproportionate impact of households that store three or more private vehicles on public streets, which limits available curb space for other residents and service providers; and

WHEREAS, a graduated fee structure—wherein the cost of each subsequent permit at a single address increases—is a proven management tool to encourage the use of off-street parking, reduce the "privatization" of public space for long-term vehicle storage, and promote alternative modes of transportation; and

WHEREAS, the City Council finds it necessary to adjust RPP fees to move the program toward a self-sustaining "enterprise" model, ensuring that the beneficiaries of the program cover the costs of its operation and enforcement.

WHEREAS, the City Council finds this action is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Sections 15307 and 15308.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager is hereby authorized to update the Residential Parking Permit fee schedule to reflect a graduated pricing model.

BE IT FURTHER RESOLVED that the new fee structure shall be implemented effective July 1, 2027 (FY 2028), as follows:

Permit type	FY27 (Current Year)	FY28
Annual Residential & In-Home Care (3 per address)	$85	$100 first permit $125 second permit $150 third permit
Semi-Annual Residential & In-Home Care (3 per address)	$42	$50 first permit $63 second permit $75 third permit
Surcharge per Additional Annual or Semi-Annual Residential Permit, if Waiver Approved	$100	$125
Child Care (one permit per household)	$83	$100
1-Day Visitor	$4	$5
14-Day Visitor	$44	$55
Neighborhood Serving Community Facility	$90	$105
1-Day Senior Center	$4	$5
Merchant	$190	$195

RESOLUTION NO. ##,###-N.S.

ADOPTING AN UPDATED SCHEDULE OF FINES AND LATE PAYMENT PENALTIES FOR PARKING VIOLATIONS TO ENSURE REGIONAL ALIGNMENT, COST RECOVERY, AND ENFORCEMENT EFFICACY; AND RESCINDING RESOLUTION NO. 71,627-N.S.

WHEREAS, the current fine amounts for most parking violations have not been adjusted in over 15 years, failing to keep pace with the rising costs of personnel, equipment, and the specialized technology required for modern parking enforcement; and

WHEREAS, while the majority of Berkeley's parking fine amounts were last updated in 2010, the schedule of fines was expanded to include new violation types in 2012, 2018, 2023, and 2024; and

WHEREAS, an analysis of neighboring jurisdictions reveals that Berkeley's current fines are significantly lower than those of Oakland and San Francisco—for example, Berkeley's $43 expired meter fine is approximately 33% lower than Oakland's $64 fine and over 100% lower than San Francisco's $108 fine—thereby diminishing the deterrent effect of citations; and

WHEREAS, when parking fines are low relative to the cost of off-street parking or the value of convenience, drivers are more likely to risk illegal parking, which increases double-parking, blocks bike lanes, and prevents the target occupancy of 65-85% necessary for a healthy parking management program; and

WHEREAS, a 3-49% increase in the amount of each parking fine, based on cumulative inflation occurring since the year a particular fine was last updated, based on the Consumer Price Index (CPI), will bring Berkeley into closer alignment with regional standards while ensuring that the cost of managing the public right-of-way is supported by those who violate established regulations; and

WHEREAS, the City Council finds that increasing these penalties is necessary to reinforce the deterrent effect of citations, encourage compliance with the goBerkeley program guidelines, and keep pace with the rising costs to the City of implementing the program; and

WHEREAS, the City Council finds this action is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Sections 15301, 15307 and 15308.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Schedule of Parking Violations and Fines and the Schedule of Late Payment Penalties are hereby amended to increase all existing fine and penalty amounts by 3-49%, rounded to the nearest whole dollar.

BE IT FURTHER RESOLVED that this updated schedule shall take effect on May 1, 2026, and the City Manager is authorized to take all necessary administrative actions to update enforcement software and public notification materials accordingly.

Exhibits
Exhibit A: Schedule of Fines and Late Payment Penalties for Parking Violations

Exhibit A: Schedule of Fines and Late Payment Penalties for Parking Violations

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	6.24.020	Off-St Rsrv Pkg No Permit Displayed	$72	$102	$152
BMC	6.24.020	FD Off-St Rsrv Pkg No Permit Displayed	$107	$137	$187
BMC	6.24.020	Non-Electric Vehicle Parked in Electric Vehicle Space	$52	$82	$132
BMC	6.24.060	Electric Vehicle Exceeding EV Parking Space Time Limit	$45	$75	$125
BMC	6.24.020	Electric Vehicle Not Actively Charging in EV Parking Space	$52	$82	$132
BMC	6.24.093	P&D Dispensing Mach Tkt Not Displayed	$64	$94	$144
BMC	6.24.093	FD P&D Dispensing Mach Tkt Not Displayed	$97	$127	$177
BMC	6.24.096	Improper Display of P&D Disp Mach Tkt	$64	$94	$144
BMC	6.24.096	FD Improper Display of P&D Disp Mach Tkt	$97	$127	$177
BMC	6.24.100 B	P&D Station Expired Time	$64	$94	$144
BMC	6.24.100 B	FD P&D Station Expired Time	$97	$127	$177
BMC	6.24.103 B	Time Limits Enforced at Inoperable P&D Sta	$64	$94	$144
BMC	6.24.103 B	FD Time Limits Enforced at Inoperable P&D Sta	$97	$127	$177

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	6.24.130	Off-St Facility: Motorcycle Zone Only	$72	$102	$152
BMC	6.24.130	Off-St Facility: Pkg Outside Markings	$72	$102	$152
BMC	6.24.130	FD Off-St Facility: Pkg Outside Markings	$107	$137	$187
BMC	6.24.130	Off-St Facility: Disabled Zone	$429	$459	$509
BMC	6.24.130	Off-St Facility: Restricted Load Zone	$72	$102	$152
BMC	6.24.130	FD Off-St Facility: Restricted Load Zone	$107	$137	$187
BMC	6.24.130	Off-St Facility: Unmarked Space	$72	$102	$152
BMC	6.24.130	FD Off-St Facility: Unmarked Space	$107	$137	$187
BMC	6.24.140	Off-St Facility: Backed-In	$72	$102	$152
BMC	9.52.140	Unattended Taxi Over 5 Min	$136	$166	$216
BMC	13.52.040	Unauth Pkg on Private Property	$61	$91	$141
BMC	14.24.070	Unauth Vehicle on Private Prop	$95	$125	$175
BMC	14.24.230	No Parking in Transit-Only Lane	$281	$311	$361
BMC	14.36.030 A	No Parking on Divisnl Islands	$82	$112	$162
BMC	14.36.030 A	FD No Parking on Divisnl Islands	$124	$154	$204
BMC	14.36.030 C	No Parking Zone (Sign Posted)	$95	$125	$175

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	14.36.030 C	FD No Parking Zone (Sign Posted)	$143	$173	$223
BMC	14.36.030 C	No Parking Zone (Red Curb)	$95	$125	$175
BMC	14.36.030 C	FD No Parking Zone (Red Curb)	$143	$173	$223
BMC	14.36.030 D	No Parking Street Sweeping (sign)	$73	$103	$153
BMC	14.36.030 E	No Parking on Railroad Tracks	$95	$125	$175
BMC	14.36.030 F	Hazard Obstructing Traffic	$95	$125	$175
BMC	14.36.030 F	FD Hazard Obstructing Traffic	$143	$173	$223
BMC	14.36.030 G	Construct: No Permit on Dashboard	$95	$125	$175
BMC	14.36.030 G	FD Construct: No Permit on Dashboard	$143	$173	$223
BMC	14.36.050	On Street 72 or More Consec hrs	$89	$119	$169
BMC	14.36.060	Repair Vehicle on Street	$77	$107	$157
BMC	14.36.080	Vehicle Parked in School Zone	$76	$106	$156
BMC	14.36.090	Pkg on Grade Brake/Block Wheels	$82	$112	$162
BMC	14.36.110	Emerg Prkg w/o Permit (Tow CVC 22651)	$77	$107	$157

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	14.40.010	3 min Limit Zone Overtime	$64	$94	$144
BMC	14.40.010	FD 3 min Limit Zone Overtime	$97	$127	$177
BMC	14.40.010	5 min Limit Zone Overtime	$64	$94	$144
BMC	14.40.010	FD 5 min Limit Zone Overtime	$97	$127	$177
BMC	14.40.010	10 min Limit Zone Overtime	$64	$94	$144
BMC	14.40.010	FD 10 min Limit Zone Overtime	$97	$127	$177
BMC	14.40.010	12 min Limit Zone Overtime	$64	$94	$144
BMC	14.40.010	FD 12 min Limit Zone Overtime	$97	$127	$177
BMC	14.40.010	15 min Limit Zone Overtime	$64	$94	$144
BMC	14.40.010	FD 15 min Limit Zone Overtime	$97	$127	$177
BMC	14.40.010	24 min Limit Zone Overtime	$64	$94	$144
BMC	14.40.010	FD 24 min Limit Zone Overtime	$97	$127	$177
BMC	14.40.020	30 min Limit Zone Overtime	$64	$94	$144
BMC	14.40.020	FD 30 min Limit Zone Overtime	$97	$127	$177
BMC	14.40.030	1 hr Limit Zone Overtime	$64	$94	$144
BMC	14.40.030	FD 1 hr Limit Zone Overtime	$97	$127	$177
BMC	14.40.030	Faulty Meter Over 1 hr Limit	$64	$94	$144
BMC	14.40.040	2 hr Limit Zone Overtime	$64	$94	$144
BMC	14.40.040	FD 2 hr Limit Zone Overtime	$97	$127	$177
BMC	14.40.040	Faulty Meter Over 2 hr Limit	$64	$94	$144
BMC	14.40.050 A	Parallel Pkg Veh Outside Markers	$72	$102	$152

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	14.40.050 A	FD Parallel Pkg Veh Outside Markers	$107	$137	$187
BMC	14.40.050 B	Veh Facing Wrong Way 1-way St	$72	$102	$152
BMC	14.40.050 B	FD Veh Facing Wrong Way 1-way St	$107	$137	$187
BMC	14.40.050 B	Pkg Over 18" from Curb 1-way St	$76	$106	$156
BMC	14.40.050 B	FD Pkg Over 18" fr Curb 1-way St	$115	$145	$195
BMC	14.40.060 A	Diagonal Pkg Veh Outside Markers	$76	$106	$156
BMC	14.40.060 A	FD Diagonal Pkg Veh Outside Markers	$115	$145	$195
BMC	14.40.060 B	Diagonal Pkg FW Over 6" from Curb	$76	$106	$156
BMC	14.40.070 A	No Stopping 4-6pm (Tow CVC 22651)	$95	$125	$175
BMC	14.40.070 A	FD No Stopping 4-6pm (Tow CVC 22651)	$143	$173	$223
BMC	14.40.070 A	No Stopping 7-9am (Tow CVC 22651)	$95	$125	$175
BMC	14.40.070 A	No Stopping 9pm-6am (Tow CVC 22651)	$95	$125	$175
BMC	14.40.070 A	Posted No Stopping Tow Away	$95	$125	$175
BMC	14.40.090	RPP Zone No RPP Permit Displayed	$73	$103	$153

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	14.40.090	FD RPP Zone A No Permit Dsply	$146	$176	$226
BMC	14.40.090	RPP Zone K No Permit Displayed	$85	$115	$165
BMC	14.40.090	RPP Zone RPP Permit Expired	$73	$103	$153
BMC	14.40.090	RPP Zone Permit Improper Display	$73	$103	$153
BMC	14.40.090	FD RPP A Permit Improp Dsply	$146	$176	$226
BMC	14.40.090	No RPP Permit Displayed in Enhanced Fine Area (Football Game Days)	$335	$365	$415
BMC	14.40.130	Pkg/Standing in City Lots/Spaces	$82	$112	$162
BMC	14.40.130 A	City Lot No Permit Displayed	$85	$115	$165
BMC	14.40.130 C	Reserved Pkg No Permit Displayed	$73	$103	$153
BMC	14.40.130 E	Reserved City Hall Pkg Towable	$95	$125	$175
BMC	14.40.150 A	Car Parking in Motorcycle Area	$76	$106	$156
BMC	14.40.150 B	Motorcycle Zone Overtime	$76	$106	$156
BMC	14.40.160	Dbl-Pkd Commer Vehicle Center St	$89	$119	$169

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	14.44.020 B	Commer Zone No Permit (yellow)	$85	$115	$165
BMC	14.44.020 B	FD Commer Zone No Permit (yellow)	$128	$158	$208
BMC	14.44.020 A	Commercial Zone Overtime	$85	$115	$165
BMC	14.44.020 A	FD Commercial Zone Overtime	$128	$158	$208
BMC	14.44.030	Passenger Load Zone (white curb)	$85	$115	$165
BMC	14.44.030	FD Passgr Load Zone (white curb}	$128	$158	$208
BMC	14.44.040	No Stopping Bicycle Zone	$82	$112	$162
BMC	14.44.040	FD No Stopping Bicycle Zone	$124	$154	$204
BMC	14.44.050	Special Passenger Load Zone only	$85	$115	$165
BMC	14.44.060	Parking in Coach (bus) Zone	$95	$125	$175
BMC	14.44.060	FD Parking in Coach (bus} Zone	$143	$173	$223
BMC	14.44.070	Unauthorized Use of Funeral Zone	$76	$106	$156
BMC	14.44.080	Unauthorized Taxicab Stand Pkg	$76	$106	$156
BMC	14.46.040 B	Non-Electric Vehicle Parked in EV Space	$64	$94	$144
BMC	14.46.050 B	Electric Vehicle Exceeding EV Space Time Limit	$56	$86	$136

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	14.46.050 C	Electric Vehicle Not Actively Charging in EV Space	$56	$86	$136
BMC	14.52.050 A	Meter Street: Expired Meter	$64	$94	$144
BMC	14.52.050 A	FD Meter Street: Expired Meter	$97	$127	$177
BMC	14.52.050 B	Pay & Display Station Expired Time	$64	$94	$144
BMC	14.52.050 B	FD Pay & Display Sta Expired Time	$97	$127	$177
BMC	14.52.050 C	Pay by Plate Station Expired Time	$64	$94	$144
BMC	14.52.050 C	FD Pay by Plate Station Expired Time	$97	$127	$177
BMC	14.52.060 A	Meter St: Extending Meter Time	$64	$94	$144
BMC	14.52.060 A	FD Meter St: Extending Meter Time	$97	$127	$177
BMC	14.52.060 B	Pay & Display Station Extend Time	$64	$94	$144
BMC	14.52.060 B	FD Pay & Display Sta Extend Time	$97	$127	$177
BMC	14.52.060 C	Pay by Plate Station Extend Time	$64	$94	$144
BMC	14.52.060 C	FD Pay by Plate Sta Extend Time	$97	$127	$177
BMC	14.52.063	P&D Dispensing Mach Tkt Not Displayed	$64	$94	$144

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
BMC	14.52.063	FD P&D Dispens Mach Tkt Not Displayed	$97	$127	$177
BMC	14.52.066	Improper Display of P&D Disp Mach Tkt	$64	$94	$144
BMC	14.52.066	FD Improper Display of P&D Disp Mach Tkt	$97	$127	$177
CVC	4000	Expired Registration	$75	$105	$155
CVC	4461 B	Improper Lending of DP Placard or Plate	$820	$850	$900
CVC	4461 C	Improper Display of DP Placard or Plate	$820	$850	$900
CVC	4461 D	Improper Use of DP Placard or Plate	$820	$850	$900
CVC	4463 C	Use of Forged, Counterfeit, or False DP Placard or Plate	$820	$850	$900
CVC	5200	Missing License Plates	$37	$67	$117
CVC	5201	Lic Plates Improperly Positioned	$37	$67	$117
CVC	5201 B	Temp license plate displayed/perm plate assigned (read back)	$37	$67	$117
CVC	5202	Hanging/Detached License Plate	$80	$110	$160
CVC	21113 A	Parking on Public Grounds	$80	$110	$160
CVC	21211 B	Vehicle Blocking Bicycle Lane	$80	$110	$160

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
CVC	21718	Parking on Freeway	$89	$119	$169
CVC	22500 A	Parking in an Intersection	$89	$119	$169
CVC	22500 A	FD Parking in an Intersection	$128	$158	$208
CVC	22500 B	Parking in Crosswalk	$89	$119	$169
CVC	22500 B	FD Parking in Crosswalk	$134	$164	$214
CVC	22500 C	Parking in Safety Zone	$89	$119	$169
CVC	22500 C	FD Parking in Safety Zone	$134	$164	$214
CVC	22500 D	Parking within 15' of Fire Station	$89	$119	$169
CVC	22500 D	FD Parking within 15' of Fire Station	$134	$164	$214
CVC	22500 E	Parking in Driveway	$89	$119	$169
CVC	22500 E	FD Parking in Driveway	$134	$164	$214
CVC	22500 F	Parking On/Across Sidewalk	$89	$119	$169
CVC	22500 F	FD Parking On/Across Sidewalk	$134	$164	$214
CVC	22500 G	Parking Construction No Permit	$89	$119	$169
CVC	22500 G	FD Parking Construction No Permit	$134	$164	$214
CVC	22500 H	Double-Parked	$89	$119	$169
CVC	22500 H	FD Double-Parked	$134	$164	$214
CVC	22500 I	Parking/Stopping in Coach Zone	$392	$422	$472
CVC	22500 J	Parking in Tunnel	$80	$110	$160
CVC	22500 K	Parking on Bridge	$80	$110	$160
CVC	22500 L	Blocking Disabled Ramp	$429	$459	$509

Code	Section	Violation Description (For citations issued to a vehicle) FD = Football Game Days 9 a.m. to 11 p.m. FD fines = 50% higher on most violations & at least 100% higher for violations in RPP Zone A	Fine Amount	On Day 28 +$30	On Day 47 +$50
CVC	22502 A	Parking Over 18" from Curb 2-Way St	$103	$133	$183
CVC	22502 A	FD Parking Over 18" from Curb 2-Way St	$155	$185	$235
CVC	22503 E	Parking Over 10" from Curb 1-Way St	$86	$116	$166
CVC	22507.8 A	Parking in Disabled Zone	$452	$482	$532
CVC	22507.8 B	Obstructing Access Disabled Zone	$452	$482	$532
CVC	22514 a	Parking within 15' of Fire Hydrant	$116	$146	$196
CVC	22514 a	FD Parking within 15' of Fire Hydrant	$174	$204	$254
CVC	22521	Parking within 7.5' of Railroad Tracks	$80	$110	$160
CVC	22522	Parking within 3' of Wheelchair Ramp	$452	$482	$532
CVC	22523 a	Abandon Vehicle on Highway	$250	$280	$330
CVC	22523 b	Abandon Vehicle on Pub/Prvt Prop	$250	$280	$330
CVC	22500 n	No Parking Within 20’ of Crosswalk	$66	$96	$146
CVC	22500 n	FD No Parking Within 20’ of Crosswalk	$99	$129	$179
CVC	22500 n	No Parking Within 15’ of Crosswalk with Curb Extension	$66	$96	$146
CVC	22500 n	FD No Parking Within 15’ of Crosswalk with Curb Extension	$99	$129	$179

Note: In addition to citation placed on vehicle, “Notice of Violation” is mailed to registered owner seven (7) days after citation and indicated when the fine penalty increases will occur: On Day 28 after citation issuance, the fine increases by $30. If payment is not received within 45 days after issuance, on Day 47, the fine increases by an additional $50.

Parking Management Program Potential Adjustments

March 18, 2026, 5:06 PM

Contents

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Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Summary Of Responses

As of March 18, 2026, 5:06 PM, this forum had:		Topic Start	Topic End
Attendees:	797	March 4, 2026, 2:56 PM	March 18, 2026, 5:00 PM
Responses:	669		
Hours of Public Comment:	33.5		

QUESTION 1

1. Our parking management strategy aims to balance the needs of residents, visitors, and businesses. Select how strongly you agree or disagree with each program goal:

AVAILABILITY: Make it easier to find a parking space near your destination.

	%	Count
Strongly disagree	6.9%	46
Disagree	8.4%	56
Neutral	19.7%	132
Agree	32.4%	217
Strongly agree	32.6%	218

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.

	%	Count
Strongly disagree	6.4%	43
Disagree	8.2%	55
Neutral	20.6%	138
Agree	32.4%	217

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

	%	Count
Strongly agree	32.3%	216

ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.

	%	Count
Strongly disagree	6.9%	46
Disagree	16.0%	107
Neutral	26.0%	174
Agree	31.5%	211
Strongly agree	19.6%	131

SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.

	%	Count
Strongly disagree	7.3%	49
Disagree	6.9%	46
Neutral	12.0%	80
Agree	28.6%	191
Strongly agree	45.3%	303

QUESTION 2

What are your thoughts on the Evening Meter Hours proposal?

	%	Count
I support this proposal	35.6%	238

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

	%	Count
I oppose this proposal	53.1%	355
I am unsure of this proposal/I need more information	11.2%	75

QUESTION 3

What are your thoughts on the Sunday Paid Parking proposal?

	%	Count
I support this proposal	43.0%	287
I oppose this proposal	48.7%	325
I am unsure of this proposal/I need more information	8.4%	56

QUESTION 4

What are your thoughts on the Geographic Expansion proposal?

	%	Count
I support this proposal	37.6%	251
I oppose this proposal	43.8%	292
I am unsure of this proposal/I need more information	18.6%	124

QUESTION 5

What are your thoughts on the Modernizing Payment Hardware (Cashless Transition) proposal?

	%	Count
I support this proposal	70.2%	469

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

		%	Count
I oppose this proposal		16.9%	113
I am unsure of this proposal/I need more information		12.9%	86

QUESTION 6

What are your thoughts on the Transparent Service Fees proposal?

		%	Count
I support this proposal		46.8%	313
I oppose this proposal		33.3%	223
I am unsure of this proposal/I need more information		19.9%	133

QUESTION 7

Would you support the creation of this Prepaid "Frequent Parker" permit?

		%	Count
I would support this		40.7%	272
I would not support this		33.2%	222
I am unsure of this/I need more information		26.2%	175

QUESTION 8

If you were to purchase an annual permit that allowed unlimited parking at City meters, would you be willing to pay between $4,000-$6,000 for this convenience?

		%	Count
Yes, I would be willing to pay this amount		8.2%	55

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

	%	Count
No, I would not be willing to pay this amount	91.8%	614

QUESTION 9

Which of the following would make you more likely to use the Center Street Garage instead of searching for street parking?

Free garage parking for the first 20 minutes

	%	Count
Very unlikely	6.4%	43
Unlikely	9.4%	63
Neutral	18.6%	124
Likely	31.0%	207
Very likely	34.6%	231

Brighter lighting and more visible security presence

	%	Count
Very unlikely	4.5%	30
Unlikely	7.8%	52
Neutral	31.7%	212
Likely	33.1%	221
Very likely	22.9%	153

Real-time signs on Shattuck Avenue showing exactly how many spaces remain

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

	%	Count
Very unlikely	2.7%	18
Unlikely	3.9%	26
Neutral	13.5%	90
Likely	43.3%	289
Very likely	36.7%	245



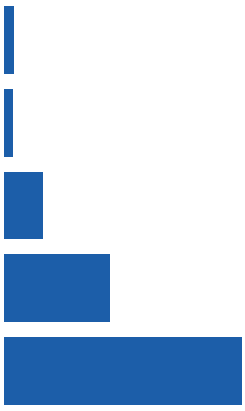
Improved signage at nearby streets and clearer exit paths for pedestrians

	%	Count
Very unlikely	3.7%	25
Unlikely	7.5%	50
Neutral	28.3%	189
Likely	35.5%	237
Very likely	25.0%	167



Lower hourly rates for the first 2 hours compared to nearby street meters

	%	Count
Very unlikely	2.4%	16
Unlikely	2.2%	15
Neutral	9.6%	64
Likely	26.5%	177
Very likely	59.3%	396



More Electric Vehicle charging stations or expanded bike valet services

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

	%	Count
Very unlikely	17.4%	116
Unlikely	12.4%	83
Neutral	43.3%	289
Likely	14.8%	99
Very likely	12.1%	81

QUESTION 10

9. What is your relationship to Berkeley?

	%	Count
Resident	86.8%	581
Employee	8.5%	57
Student	1.6%	11
Business Owner	4.6%	31
Visitor	5.2%	35
Other	3.3%	22

QUESTION 11

10. How do you usually travel to Berkeley's commercial districts, such as Downtown Berkeley, Elmwood, Southside, Gilman, Solano, and others?

	%	Count
Drive alone	59.5%	396

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

		%	Count
Rideshare		9.9%	66
Take public transit		13.8%	92
Walk		26.8%	178
Ride bicycle		19.1%	127
Other		10.7%	71

QUESTION 12

11. What is your Zip Code?

Answered	660
Skipped	9

94530 **94550** **94564** **94608** 94609 94611 94618 94702 **94703** 94704 94705 **94706** **94707** **94708** 94709 **94710**

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Survey Questions

QUESTION 1

1. Our parking management strategy aims to balance the needs of residents, visitors, and businesses. Select how strongly you agree or disagree with each program goal:

Row choices

- AVAILABILITY: Make it easier to find a parking space near your destination.
- SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.
- ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.
- SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.

Column choices

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

QUESTION 2

What are your thoughts on the Evening Meter Hours proposal?

- I support this proposal
- I oppose this proposal
- I am unsure of this proposal/I need more information

QUESTION 3

What are your thoughts on the Sunday Paid Parking proposal?

- I support this proposal
- I oppose this proposal
- I am unsure of this proposal/I need more information

QUESTION 4

What are your thoughts on the Geographic Expansion proposal?

- I support this proposal
- I oppose this proposal
- I am unsure of this proposal/I need more information

QUESTION 5

What are your thoughts on the Modernizing Payment Hardware (Cashless Transition) proposal?

- I support this proposal
- I oppose this proposal
- I am unsure of this proposal/I need more information

QUESTION 6

What are your thoughts on the Transparent Service Fees proposal?

- I support this proposal
- I oppose this proposal
- I am unsure of this proposal/I need more information

QUESTION 7

Would you support the creation of this Prepaid "Frequent Parker" permit?

- I would support this
- I would not support this
- I am unsure of this/I need more information

QUESTION 8

If you were to purchase an annual permit that allowed unlimited parking at City meters, would you be willing to pay between $4,000-$6,000 for this convenience?

- Yes, I would be willing to pay this amount
- No, I would not be willing to pay this amount

QUESTION 9

Which of the following would make you more likely to use the Center Street Garage instead of searching for street parking?

Row choices

- Free garage parking for the first 20 minutes
- Brighter lighting and more visible security presence

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

- Real-time signs on Shattuck Avenue showing exactly how many spaces remain
- Improved signage at nearby streets and clearer exit paths for pedestrians
- Lower hourly rates for the first 2 hours compared to nearby street meters
- More Electric Vehicle charging stations or expanded bike valet services

Column choices

- Very unlikely
- Unlikely
- Neutral
- Likely
- Very likely

QUESTION 10

9. What is your relationship to Berkeley?

- Resident
- Employee
- Student
- Business Owner
- Visitor
- Other

QUESTION 11

10. How do you usually travel to Berkeley's commercial districts, such as Downtown Berkeley, Elmwood, Southside, Gilman, Solano, and others?

- Drive alone
- Rideshare
- Take public transit
- Walk
- Ride bicycle
- Other

QUESTION 12

11. What is your Zip Code?

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Individual Responses

Name not available
inside City Council Districts
March 4, 2026, 5:05 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94707

Name not available
inside City Council Districts
March 4, 2026, 5:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available
inside City Council Districts
March 4, 2026, 5:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Walk

Question 12

No response

Name not shown

inside City Council Districts
March 4, 2026, 5:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available

inside City Council Districts
March 4, 2026, 5:10 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not available

March 4, 2026, 5:10 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Employee

Question 11

• Drive alone
• Rideshare
• Walk

Question 12

94705

Name not available
inside City Council Districts
March 4, 2026, 5:10 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Other - Usually with one other person

Question 12

94707

Name not available
inside City Council Districts
March 4, 2026, 5:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not shown
inside City Council Districts

March 4, 2026, 5:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Take public transit
- Ride bicycle

Question 12

94702

Name not available

March 4, 2026, 5:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94705

Name not available

inside City Council Districts
March 4, 2026, 5:12 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not available
March 4, 2026, 5:12 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Employee

Question 11

• Rideshare

Question 12

94602

Name not available

March 4, 2026, 5:12 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

March 4, 2026, 5:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Walk to the areas close to me and drive to the others

Question 12

94704

Name not available
March 4, 2026, 5:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94707

Name not available

March 4, 2026, 5:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94705

Name not shown

inside City Council Districts
March 4, 2026, 5:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Rideshare

Question 12

94708

Name not shown
inside City Council Districts
March 4, 2026, 5:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - I walk, drive, or take bicycle

Question 12

94708

Name not available
March 4, 2026, 5:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare

Question 12

94707

Name not available
March 4, 2026, 5:16 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94706

Name not shown
inside City Council Districts
March 4, 2026, 5:16 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available
inside City Council Districts
March 4, 2026, 5:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Name not available
outside City Council Districts
March 4, 2026, 5:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Employee
- Visitor
- Other - Former student

Question 11

- Rideshare
- Take public transit
- Walk
- Ride bicycle

Question 12

94609

Name not available
March 4, 2026, 5:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

March 4, 2026, 5:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94530

Name not available

March 4, 2026, 5:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Employee

Question 11

- Other - Drive with family

Question 12

94530

Name not available
March 4, 2026, 5:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94710

Name not available
inside City Council Districts
March 4, 2026, 5:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Other - Live and work in Berkeley

Question 11

- Drive alone

Question 12

94703

Name not shown
inside City Council Districts
March 4, 2026, 5:19 PM

Question 1

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not available
March 4, 2026, 5:21 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not available

March 4, 2026, 5:21 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not shown

inside City Council Districts
March 4, 2026, 5:22 PM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94709

Name not available
March 4, 2026, 5:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available
March 4, 2026, 5:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident
- Employee

Question 11

- Drive alone

Question 12

94708

Name not shown
inside City Council Districts
March 4, 2026, 5:27 PM

Question 1

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 4, 2026, 5:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Other - I am in three categories and your form doesn't let me show that.

Question 11

- Other - I use all means depending on what I am needing to do.

Question 12

94707

Name not available
inside City Council Districts
March 4, 2026, 5:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Employee
- Student

Question 11

- Walk

Question 12

94709

Name not available
inside City Council Districts

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 4, 2026, 5:28 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Other - Drive to most; Walk to one

Question 12

94702

Name not shown
inside City Council Districts
March 4, 2026, 5:29 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94703

Name not available
inside City Council Districts
March 4, 2026, 5:29 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone
- Take public transit

Question 12

94707

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 4, 2026, 5:29 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not available
inside City Council Districts
March 4, 2026, 5:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

No response

Name not shown

inside City Council Districts
March 4, 2026, 5:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Drive alone

Question 12

94710

Name not available

March 4, 2026, 5:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

No response

Name not shown

inside City Council Districts
March 4, 2026, 5:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available

March 4, 2026, 5:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

- Take public transit
- Walk

Question 12

94702

Name not available

March 4, 2026, 5:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not shown

inside City Council Districts
March 4, 2026, 5:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone
• Rideshare

Question 12

94702

Name not available

inside City Council Districts
March 4, 2026, 5:37 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

March 4, 2026, 5:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident
• Employee

Question 11

• Drive alone
• Ride bicycle

Question 12

94703

Name not available

March 4, 2026, 5:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Rideshare

Question 12

94707

Name not available
inside City Council Districts
March 4, 2026, 5:43 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available

March 4, 2026, 5:43 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not shown

inside City Council Districts
March 4, 2026, 5:45 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available
March 4, 2026, 5:46 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94702

Name not available

March 4, 2026, 5:46 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94707

Name not available

inside City Council Districts
March 4, 2026, 5:47 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 4, 2026, 5:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident
- Employee

Question 11

- Drive alone
- Take public transit

Question 12

94705

Name not shown

inside City Council Districts
March 4, 2026, 5:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Rideshare

Question 12

94709

Name not available

inside City Council Districts
March 4, 2026, 5:52 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Other - bike during the day, drive at night

Question 12

94705

Name not available
inside City Council Districts
March 4, 2026, 5:53 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Other - Combo of driving with or without spouse, bike riding, and walking

Question 12

94707

Name not shown
inside City Council Districts
March 4, 2026, 5:54 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not available
March 4, 2026, 5:55 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94709

Name not shown
inside City Council Districts
March 4, 2026, 5:56 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk
- Ride bicycle

Question 12

94703

Name not available
March 4, 2026, 5:57 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Take public transit

Question 12

94703

Name not available
March 4, 2026, 5:57 PM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Employee

Question 11

- Drive alone
- Ride bicycle

Question 12

94702

Name not available
inside City Council Districts
March 4, 2026, 5:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94709

Name not shown
inside City Council Districts
March 4, 2026, 6:02 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Take public transit
- Walk

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 4, 2026, 6:02 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 4, 2026, 6:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available
inside City Council Districts
March 4, 2026, 6:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this/I need more information

Question 7

• No, I would not be willing to pay this amount

Question 8

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 9

• Resident

Question 10

• Drive alone

Question 11

94710

Name not available
inside City Council Districts

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 4, 2026, 6:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94705

Name not shown
inside City Council Districts
March 4, 2026, 6:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available

outside City Council Districts
March 4, 2026, 6:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Other - Resident of Rockridge

Question 11

• Drive alone

Question 12

94618

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
March 4, 2026, 6:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94703

Name not available
March 4, 2026, 6:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Rideshare

Question 12

94703

Name not available
inside City Council Districts
March 4, 2026, 6:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 4, 2026, 6:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available
outside City Council Districts
March 4, 2026, 6:20 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94080

Name not available
outside City Council Districts
March 4, 2026, 6:20 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94707

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 4, 2026, 6:22 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not shown

inside City Council Districts

March 4, 2026, 6:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Rideshare

Question 12

94702

Name not shown
inside City Council Districts
March 4, 2026, 6:25 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 4, 2026, 6:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not shown
inside City Council Districts
March 4, 2026, 6:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - I live near downtown so I usually walk. All other locatons I drive, frequently alone

Question 12

94709

Name not shown
inside City Council Districts
March 4, 2026, 6:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94705

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 4, 2026, 6:28 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
March 4, 2026, 6:28 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare

Question 12

94702

Name not shown
inside City Council Districts
March 4, 2026, 6:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 4, 2026, 6:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94710

Name not shown

inside City Council Districts
March 4, 2026, 6:34 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Other - Drive with family

Question 12

94705

Name not shown
inside City Council Districts
March 4, 2026, 6:34 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 4, 2026, 6:34 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 4, 2026, 6:35 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - walk or drive with someone

Question 12

94707

Name not available
inside City Council Districts
March 4, 2026, 6:35 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
March 4, 2026, 6:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Other - Drive if far, walk if nearby (Gilman and 4th Street) I rarely go downtown

Question 12

94710

Name not available
March 4, 2026, 6:41 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94709

Name not available

March 4, 2026, 6:43 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone
• Walk
• Ride bicycle

Question 12

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

94703

Name not available

March 4, 2026, 6:46 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Rideshare

Question 12

94702

Name not available

March 4, 2026, 6:49 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not available

inside City Council Districts
March 4, 2026, 6:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

94703

Name not available

inside City Council Districts
March 4, 2026, 6:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Name not available

inside City Council Districts
March 4, 2026, 6:51 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone
• Take public transit
• Walk

Question 12

94709

Name not available

March 4, 2026, 6:54 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

- Drive alone
- Ride bicycle

Question 12

94703

Name not available

March 4, 2026, 6:56 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 4, 2026, 6:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94705

Name not available
inside City Council Districts
March 4, 2026, 7:07 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Other - Drive either alone or with my spouse.

Question 12

94708

Name not shown

inside City Council Districts
March 4, 2026, 7:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Walk

Question 12

94707

Name not available

inside City Council Districts
March 4, 2026, 7:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I support this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available
March 4, 2026, 7:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

- Resident

Question 11

- Take public transit
- Walk
- Ride bicycle

Question 12

94703

Name not available

March 4, 2026, 7:21 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Rideshare
- Take public transit
- Walk

Question 12

94703

Name not available

inside City Council Districts
March 4, 2026, 7:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not shown
inside City Council Districts
March 4, 2026, 7:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94705

Name not available

inside City Council Districts
March 4, 2026, 7:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94705

Name not shown

inside City Council Districts
March 4, 2026, 7:25 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94705

Name not shown
inside City Council Districts
March 4, 2026, 7:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Rideshare

Question 12

94703

Name not available
inside City Council Districts
March 4, 2026, 7:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available
March 4, 2026, 7:28 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Name not available

March 4, 2026, 7:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94705

Name not available

inside City Council Districts
March 4, 2026, 7:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not shown

inside City Council Districts
March 4, 2026, 7:37 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Walk

Question 12

94702

Name not shown
inside City Council Districts
March 4, 2026, 7:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone
• Walk

Question 12

94707

Name not available

March 4, 2026, 7:40 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not shown

inside City Council Districts

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 4, 2026, 7:51 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
inside City Council Districts
March 4, 2026, 7:56 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 4, 2026, 7:56 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
outside City Council Districts
March 4, 2026, 7:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Student

Question 11

- Drive alone

Question 12

94605

Name not shown
inside City Council Districts
March 4, 2026, 7:59 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not shown
inside City Council Districts
March 4, 2026, 8:03 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone
• Walk

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Other - Carpool (ride with friends)

Question 12

94702

Name not available

March 4, 2026, 8:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Take public transit

Question 12

94607

Name not available

March 4, 2026, 8:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Take public transit

Question 12

94707

Name not shown

inside City Council Districts
March 4, 2026, 8:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

• Rideshare

Question 12

94705

Mimi Moungovan

inside City Council Districts
March 4, 2026, 8:05 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - drive AND walk AND ride bike. BALANCE THE BUDGET DEFICIT AND STOP DRAINING PEOPLE VS. ALBANY THAT DOESN'T GOUGE ON SOLANO. THIS FAVORS RICH PEOPLE. STOP IT! STOP GOUGING TO BALANCE THE HIDEOUS DEFICIT.

Question 12

94702

Name not available

inside City Council Districts
March 4, 2026, 8:16 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not available
inside City Council Districts
March 4, 2026, 8:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 4, 2026, 8:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not shown

inside City Council Districts
March 4, 2026, 8:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available
inside City Council Districts
March 4, 2026, 8:29 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone
• Other - Drive with family (4 in car)

Question 12

94707

Name not available

March 4, 2026, 8:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Employee

Question 11

• Ride bicycle

Question 12

94705

Name not available

March 4, 2026, 8:42 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Ride bicycle

Question 12

94702

Name not available
March 4, 2026, 8:52 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Employee

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94702

Name not shown

inside City Council Districts
March 4, 2026, 8:53 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not available

March 4, 2026, 8:53 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available
March 4, 2026, 8:59 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - I walk when the destination is within 1 mile. I drive alone when it is further.

Question 12

94705

Name not available

March 4, 2026, 9:02 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94705

Name not available

March 4, 2026, 9:16 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Other - Drive with others

Question 12

94705

Name not available
inside City Council Districts
March 4, 2026, 9:20 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Other - I live near downtown so I walk; elsewhere I drive, depending on time of day, if I have my kids. I try to walk when possible and if I have time.

Question 12

94703

Name not available

March 4, 2026, 9:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 4, 2026, 9:38 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Other - Walk/drive/bike/bus

Question 12

94703

Name not available
March 4, 2026, 9:38 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Take public transit
- Walk

Question 12

94707

Name not available

inside City Council Districts
March 4, 2026, 9:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Business Owner

Question 11

- Drive alone

Question 12

94704

Name not shown

inside City Council Districts
March 4, 2026, 9:43 PM

Question 1

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not available
March 4, 2026, 9:45 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I oppose this proposal

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94707

Name not available
March 4, 2026, 9:49 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available
inside City Council Districts
March 4, 2026, 9:59 PM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94709

Name not available
inside City Council Districts
March 4, 2026, 10:00 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident
• Business Owner

Question 11

• Drive alone
• Walk
• Ride bicycle

Question 12

94702

Name not available

March 4, 2026, 10:02 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not shown
inside City Council Districts
March 4, 2026, 10:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Other - drive, bus or walk depending on the destinations.

Question 12

94702

Name not available
March 4, 2026, 10:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not available

inside City Council Districts
March 4, 2026, 10:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
March 4, 2026, 10:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Business Owner

Question 11

- Drive alone

Question 12

94708

Name not available
March 4, 2026, 10:16 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Name not available

inside City Council Districts
March 4, 2026, 10:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Travel in groups mostly by car. Disabled

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 4, 2026, 10:29 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Walk

Question 12

94707

Name not available

March 4, 2026, 10:47 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Employee

Question 11

- Drive alone

Question 12

94703

Name not shown

inside City Council Districts
March 4, 2026, 10:48 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 12

94702

Name not shown

inside City Council Districts
March 4, 2026, 10:51 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Other - Drive alone or with friends

Question 12

94704

Name not shown

inside City Council Districts
March 4, 2026, 10:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

March 4, 2026, 11:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Drive alone

Question 12

94703

Name not shown

inside City Council Districts

March 4, 2026, 11:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not available

inside City Council Districts

March 4, 2026, 11:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

March 4, 2026, 11:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

- Walk

Question 12

94703

Name not available

outside City Council Districts
March 4, 2026, 11:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident
- Visitor

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94705

Name not available

inside City Council Districts
March 4, 2026, 11:16 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Other - Scoop scooter rental or taxi

Question 12

94702

Name not available
inside City Council Districts
March 4, 2026, 11:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not shown

inside City Council Districts
March 4, 2026, 11:21 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available

March 4, 2026, 11:21 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Employee

Question 11

• Drive alone

Question 12

94608

Name not available
March 4, 2026, 11:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 4, 2026, 11:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available

March 4, 2026, 11:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available
March 4, 2026, 11:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94709

Name not available

inside City Council Districts
March 4, 2026, 11:38 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I would not support this

Question 7

• No, I would not be willing to pay this amount

Question 8

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 9

• Other - Freq visitor & property owner

Question 10

No response

Question 11

94703

Name not available

March 4, 2026, 11:44 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available
inside City Council Districts
March 4, 2026, 11:53 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Business Owner

Question 11

• Rideshare

Question 12

94703

Name not available

inside City Council Districts
March 5, 2026, 12:08 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 5, 2026, 12:21 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available
inside City Council Districts

March 5, 2026, 12:22 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Take public transit

Question 12

94702

Name not available

March 5, 2026, 3:26 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Walk
- Ride bicycle

Question 12

94702

Name not available

inside City Council Districts

March 5, 2026, 6:19 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Take public transit
- Walk
- Ride bicycle

Question 12

94702

Name not available
inside City Council Districts
March 5, 2026, 6:25 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94703

Name not available
March 5, 2026, 6:31 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident
- Employee

Question 11

- Drive alone
- Take public transit
- Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 5, 2026, 6:32 AM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not available
March 5, 2026, 6:35 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident
- Employee

Question 11

- Drive alone
- Rideshare
- Walk

Question 12

94707

Name not available

inside City Council Districts
March 5, 2026, 6:37 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 5, 2026, 6:38 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Take public transit

Question 12

94703

Name not available
March 5, 2026, 6:55 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

March 5, 2026, 6:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 5, 2026, 7:00 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Phyllis Orrick

inside City Council Districts

March 5, 2026, 7:01 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I would not support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not available
inside City Council Districts
March 5, 2026, 7:02 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 5, 2026, 7:03 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94702

Name not available

inside City Council Districts
March 5, 2026, 7:04 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 5, 2026, 7:12 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Drive alone

Question 12

94703

Name not available

March 5, 2026, 7:21 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not shown

inside City Council Districts
March 5, 2026, 7:28 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Walk

Question 12

94709

Name not available

March 5, 2026, 8:00 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Employee

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Drive alone

Question 12

94596

Name not available

inside City Council Districts

March 5, 2026, 8:19 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone
• Rideshare
• Ride bicycle

Question 12

94703

Name not available

March 5, 2026, 8:19 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available

March 5, 2026, 8:33 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Employee

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

• Rideshare

Question 12

94706

Name not shown

inside City Council Districts
March 5, 2026, 8:39 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare

Question 12

94704

Name not available

inside City Council Districts
March 5, 2026, 8:40 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Take public transit

Question 12

94707

Name not available

March 5, 2026, 8:41 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available

March 5, 2026, 8:52 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

outside City Council Districts
March 5, 2026, 8:59 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Business Owner

Question 11

• Drive alone

Question 12

94708

Name not shown
inside City Council Districts
March 5, 2026, 9:00 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone
• Walk

Question 12

94707

Name not available

March 5, 2026, 9:02 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 5, 2026, 9:08 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not shown
inside City Council Districts

March 5, 2026, 9:10 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Business Owner

Question 11

- Drive alone

Question 12

94705

Name not available

March 5, 2026, 9:11 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not shown

inside City Council Districts

March 5, 2026, 9:16 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94704

Name not available
inside City Council Districts
March 5, 2026, 9:25 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare

Question 12

94708

Name not available

March 5, 2026, 9:30 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

March 5, 2026, 9:42 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available
March 5, 2026, 9:43 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Other - Employee and reside 2 blocks fr Berkeley

Question 11

• Other - Walk & Drive

Question 12

94618

Name not available
outside City Council Districts
March 5, 2026, 9:47 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94530

Name not available
inside City Council Districts
March 5, 2026, 9:51 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Other - Parking is so rare at the times I can go. IF I rides around more than twice I say forget it. Besides lots of high rises now. Some smalla restaurants

Question 12

94703

Name not available
inside City Council Districts
March 5, 2026, 9:53 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Other - Both Resident & Employee

Question 11

- Drive alone

Question 12

94704

Name not available

inside City Council Districts
March 5, 2026, 9:55 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Employee

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94703

Name not available

March 5, 2026, 9:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94702

Name not available
March 5, 2026, 9:58 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Other - i frequent the library and businesses

Question 11

- Drive alone

Question 12

94609

Name not available
outside City Council Districts
March 5, 2026, 10:12 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Business Owner

Question 11

- Drive alone

Question 12

94608

Name not available
inside City Council Districts
March 5, 2026, 10:26 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94707

Name not available
March 5, 2026, 10:32 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94702

Name not shown

inside City Council Districts
March 5, 2026, 10:39 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94707

Name not available

inside City Council Districts
March 5, 2026, 10:40 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94710

Name not shown
inside City Council Districts
March 5, 2026, 10:41 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not shown
inside City Council Districts
March 5, 2026, 10:44 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94709

Name not available
March 5, 2026, 10:46 AM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Other - Drive as a couple

Question 12

94707

Name not available
outside City Council Districts
March 5, 2026, 10:53 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Other - I live in 94705, just a few houses away from Berkeley city limits

Question 11

• Drive alone

Question 12

94705

Name not available
inside City Council Districts
March 5, 2026, 10:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available
inside City Council Districts
March 5, 2026, 11:02 AM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Robert Silvey
inside City Council Districts
March 5, 2026, 11:02 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available
March 5, 2026, 11:10 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available
March 5, 2026, 11:16 AM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Name not available
March 5, 2026, 11:19 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not shown
inside City Council Districts
March 5, 2026, 11:26 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available
March 5, 2026, 11:29 AM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Student

Question 11

- Take public transit

Question 12

94709

Name not available
inside City Council Districts
March 5, 2026, 11:38 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident
- Employee
- Business Owner

Question 11

- Drive alone
- Walk

Question 12

94703

Name not available

March 5, 2026, 11:39 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Employee

Question 11

- Drive alone
- Take public transit
- Ride bicycle

Question 12

94530

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

inside City Council Districts

March 5, 2026, 11:50 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Name not available

outside City Council Districts

March 5, 2026, 11:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Business Owner

Question 11

• Drive alone

Question 12

94563

Name not shown
inside City Council Districts
March 5, 2026, 11:59 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 12

94710

Name not available

March 5, 2026, 12:22 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Student

Question 11

- Take public transit

Question 12

94550

Name not available

inside City Council Districts
March 5, 2026, 12:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Rideshare

Question 12

94708

Name not shown

inside City Council Districts
March 5, 2026, 12:34 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Drive alone

Question 12

94709

Name not available

March 5, 2026, 12:41 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not available

March 5, 2026, 12:48 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94709

Name not shown
inside City Council Districts
March 5, 2026, 12:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

- Drive alone

Question 12

94707

Name not available

March 5, 2026, 12:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94705

Cece Littlepage

inside City Council Districts
March 5, 2026, 1:09 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available
March 5, 2026, 1:16 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

- Resident
- Student

Question 11

- Drive alone
- Take public transit

Question 12

94708

Name not available

March 5, 2026, 1:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94702

Name not available

March 5, 2026, 1:40 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available
inside City Council Districts
March 5, 2026, 2:01 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available

March 5, 2026, 2:03 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident
- Student
- Visitor

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94702

Name not available

inside City Council Districts
March 5, 2026, 2:09 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Employee

Question 11

- Drive alone

Question 12

94564

Name not available
inside City Council Districts
March 5, 2026, 2:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Business Owner

Question 11

- Drive alone

Question 12

94519

Name not shown

inside City Council Districts
March 5, 2026, 2:20 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Employee

Question 11

- Drive alone

Question 12

94611

Name not available

inside City Council Districts
March 5, 2026, 2:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94702

Name not available
inside City Council Districts
March 5, 2026, 2:35 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Combination of walk, public transportation and driving

Question 12

94705

Name not available

March 5, 2026, 2:56 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Walk

Question 12

94704

Name not available

inside City Council Districts

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 5, 2026, 3:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94708

Name not available

March 5, 2026, 3:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94705

Name not available

inside City Council Districts
March 5, 2026, 3:46 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident
• Employee

Question 11

• Drive alone
• Ride bicycle

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 5, 2026, 3:47 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94705

Andrew Talbot

inside City Council Districts
March 5, 2026, 4:08 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94710

Name not available

March 5, 2026, 4:09 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 5, 2026, 4:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 5, 2026, 4:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 5, 2026, 4:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Ride bicycle

Question 12

94702

Name not available

inside City Council Districts

March 5, 2026, 4:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

inside City Council Districts

March 5, 2026, 4:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Employee

Question 11

• Take public transit

Question 12

94707

Name not available

March 5, 2026, 4:47 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

• Other - How about discussing how dangerous driving on MLK is now.

Question 12

94703

Name not shown

inside City Council Districts
March 5, 2026, 4:55 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 5, 2026, 5:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not shown
inside City Council Districts
March 5, 2026, 5:49 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

- Resident
- Employee
- Student

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94707

Name not shown

inside City Council Districts
March 5, 2026, 6:09 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available

March 5, 2026, 6:20 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not shown
inside City Council Districts
March 5, 2026, 6:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

March 5, 2026, 7:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available

March 5, 2026, 7:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Walk if to Elmwood or Southside, but drive alone to Gilman, Solano, Downtown

Question 12

94704

Name not shown
inside City Council Districts
March 5, 2026, 7:37 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not available

March 5, 2026, 7:38 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94702

Name not available

inside City Council Districts
March 5, 2026, 7:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Other - Parent with kids in BUSD

Question 11

- Drive alone
- Other - Drive with family

Question 12

94702

Name not available
inside City Council Districts
March 5, 2026, 8:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Other - DEPENDA: walk when local (Solano), drive when doing other errands, bus when going to places without good parking.

Question 12

94707

Name not available

March 5, 2026, 9:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Other - I use many options regularly - walk, rideshare, take public transit and drive alone

Question 12

94703

Name not shown

inside City Council Districts
March 5, 2026, 11:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Other - Walk to Elmwood and drive to other districts.

Question 12

94705

Name not shown
inside City Council Districts
March 5, 2026, 11:38 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94706

Name not available
March 6, 2026, 6:18 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Walk

Question 12

94705

Name not available
inside City Council Districts
March 6, 2026, 7:07 AM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94707

Dan Leaverton
inside City Council Districts
March 6, 2026, 8:07 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I would not support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk
• Ride bicycle
• Other - I oppose any free parking in the city. resident should pay a monthly fee at a minimum of $25 per vehicle per month. Larger vehicles and heavier vehicle vehicles should pay a much higher rate as they consume more precious public space in our crowded city.

Question 12

94702

Name not shown

inside City Council Districts
March 6, 2026, 8:28 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone
• Rideshare

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 12

94705

Name not available

March 6, 2026, 8:49 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94709

Joe Gebis

inside City Council Districts
March 6, 2026, 8:50 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not available

March 6, 2026, 9:19 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Walk

Question 12

94703

Name not available

inside City Council Districts

March 6, 2026, 9:22 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone
• Take public transit
• Walk

Question 12

94703

Name not available

March 6, 2026, 9:43 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 6, 2026, 9:49 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 6, 2026, 9:50 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Employee

Question 11

• Drive alone

Question 12

No response

Name not available

March 6, 2026, 9:52 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not available
March 6, 2026, 10:07 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available

inside City Council Districts
March 6, 2026, 10:52 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Employee

Question 11

• Drive alone

Question 12

94704

Name not available

March 6, 2026, 10:58 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Walk

Question 12

94705

Name not available
March 6, 2026, 11:17 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Employee

Question 11

• Take public transit

Question 12

94530

Name not available

March 6, 2026, 11:43 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Employee

Question 11

• Drive alone

Question 12

94564

Name not available

inside City Council Districts

March 6, 2026, 12:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Name not available
inside City Council Districts
March 6, 2026, 12:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not available

March 6, 2026, 1:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Employee

Question 11

• Drive alone

Question 12

No response

Name not available

inside City Council Districts
March 6, 2026, 1:46 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident
• Business Owner

Question 11

• Drive alone
• Rideshare
• Walk

Question 12

94706

Name not available

March 6, 2026, 1:52 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Other - I walk to the closest zones; otherwise I am equally likely to bike or drive (and would bike more often if there were more secure bike parking options).

Question 12

94707

Name not available

March 6, 2026, 2:00 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Other - homeowner

Question 11

• Rideshare

Question 12

94063

Name not shown

inside City Council Districts
March 6, 2026, 2:57 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available
March 6, 2026, 3:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not shown

inside City Council Districts
March 6, 2026, 4:25 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Walk

Question 12

94709

Name not available

March 6, 2026, 4:49 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94702

Name not available
March 6, 2026, 4:49 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available
inside City Council Districts
March 6, 2026, 5:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Other - Walk to downtown and Southside, bus to Elmwood, drive solo to Solano

Question 12

94703

Name not available
inside City Council Districts
March 6, 2026, 6:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94707

Name not available
March 6, 2026, 6:21 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I would not support this

Question 7

- No, I would not be willing to pay this amount

Question 8

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 9

• Resident

Question 10

• Walk

Question 11

94709

Name not shown
inside City Council Districts
March 6, 2026, 7:28 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94702

Name not available
March 6, 2026, 8:07 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available
March 6, 2026, 9:42 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not shown
inside City Council Districts
March 7, 2026, 12:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Take public transit
- Walk

Question 12

94705

Name not available
inside City Council Districts
March 7, 2026, 7:15 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - It's a mix! But then, I'm young and healthy. Please consider the elderly residents.

Question 12

94703

Name not available
March 7, 2026, 7:42 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
inside City Council Districts
March 7, 2026, 9:35 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Walk

Question 12

94709

Name not available
inside City Council Districts
March 7, 2026, 10:49 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not available
March 7, 2026, 12:44 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Theo P
inside City Council Districts
March 7, 2026, 2:00 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94709

Name not shown
inside City Council Districts
March 7, 2026, 3:18 PM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
inside City Council Districts
March 7, 2026, 3:56 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not available
inside City Council Districts
March 7, 2026, 7:56 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone
• Rideshare
• Walk

Question 12

94702

Name not shown
inside City Council Districts

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 7, 2026, 8:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94709

Name not shown
inside City Council Districts
March 7, 2026, 8:42 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Paratransit, rideshare

Question 12

94702

Name not shown

inside City Council Districts
March 7, 2026, 9:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - public transport, bike, walk, drive alone

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 7, 2026, 9:51 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Take public transit

Question 12

94707

Name not available

inside City Council Districts
March 7, 2026, 11:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not available

outside City Council Districts
March 8, 2026, 11:54 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident
• Other - Parent of high schooler

Question 11

• Rideshare
• Take public transit
• Walk
• Ride bicycle

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 12

94705

Name not available

March 8, 2026, 2:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Name not available

inside City Council Districts
March 8, 2026, 3:07 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Doug Lindsey

inside City Council Districts
March 8, 2026, 3:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Other - Drive, bus, bike, walk

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 12

94709

Name not available

March 8, 2026, 5:35 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94709

Name not available

March 8, 2026, 6:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not shown
inside City Council Districts
March 8, 2026, 7:55 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident
• Business Owner

Question 11

• Drive alone

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Walk

Question 12

94710

Theo Gordon

inside City Council Districts
March 8, 2026, 8:00 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Take public transit
• Walk
• Ride bicycle

Question 12

94704

Name not available

inside City Council Districts
March 8, 2026, 8:02 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Walk

Question 12

94704

Name not available
inside City Council Districts
March 8, 2026, 8:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Take public transit

Question 12

94702

Name not available

inside City Council Districts
March 8, 2026, 8:07 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available

March 8, 2026, 8:48 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident
- Employee

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94702

Name not available
inside City Council Districts
March 8, 2026, 9:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Walk

Question 12

94705

Name not available

outside City Council Districts
March 9, 2026, 3:48 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Visitor

Question 11

- Drive alone
- Rideshare
- Take public transit
- Walk
- Ride bicycle

Question 12

94608

Name not shown

inside City Council Districts
March 9, 2026, 7:20 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
inside City Council Districts
March 9, 2026, 8:10 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 9, 2026, 8:55 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Other - varies, you need to realize not all older people can ride bikes, etc!

Question 12

94707

Name not shown

inside City Council Districts
March 9, 2026, 9:29 AM

Question 1

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
inside City Council Districts
March 9, 2026, 9:42 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk
• Ride bicycle

Question 12

94709

Name not available

March 9, 2026, 9:51 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Employee
• Student

Question 11

• Drive alone
• Take public transit

Question 12

94611

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 9, 2026, 9:59 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94709

Name not available
inside City Council Districts
March 9, 2026, 10:14 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94704

Name not available

inside City Council Districts
March 9, 2026, 11:04 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Rideshare

Question 12

No response

Name not available

March 9, 2026, 11:09 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Take public transit
• Walk

Question 12

94705

Name not available

March 9, 2026, 11:21 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Employee

Question 11

• Drive alone

Question 12

No response

Name not available

March 9, 2026, 11:30 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

• Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 9, 2026, 12:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Drive with family as well as walk to Elmwood

Question 12

94705

Name not available

March 9, 2026, 12:09 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Other - Resident & Business Owner

Question 11

• Other - Drive alone, rideshare, walk, bicycle - all of these

Question 12

94710

Name not available

inside City Council Districts
March 9, 2026, 12:10 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

- Drive alone

Question 12

94702

Name not available

March 9, 2026, 12:41 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Rideshare
- Take public transit
- Walk

Question 12

94702

Name not shown

outside City Council Districts
March 9, 2026, 1:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94608

Name not available

March 9, 2026, 1:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 9, 2026, 1:08 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident
• Employee

Question 11

• Rideshare
• Take public transit
• Walk
• Ride bicycle

Question 12

94702

Name not available

inside City Council Districts
March 9, 2026, 1:34 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available
March 9, 2026, 3:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Walk

Question 12

94706

Name not available

March 9, 2026, 4:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Business Owner

Question 11

• Drive alone

Question 12

94710

Name not available

inside City Council Districts
March 9, 2026, 4:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not available
inside City Council Districts
March 9, 2026, 4:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94704

Name not shown

inside City Council Districts
March 9, 2026, 5:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

March 9, 2026, 6:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Walk
- Ride bicycle

Question 12

94703

Name not available
March 9, 2026, 7:59 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Name not shown

inside City Council Districts
March 9, 2026, 10:05 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 9, 2026, 10:40 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94704

Name not shown
inside City Council Districts
March 9, 2026, 10:43 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94708

Name not available

inside City Council Districts
March 9, 2026, 10:57 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Take public transit
- Ride bicycle

Question 12

94703

Name not available

March 9, 2026, 11:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94709

Name not available
March 9, 2026, 11:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Business Owner

Question 11

- Walk
- Ride bicycle

Question 12

94704

Name not shown

inside City Council Districts
March 10, 2026, 12:12 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Take public transit
- Walk

Question 12

94709

Name not available

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 10, 2026, 12:41 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Employee
- Visitor

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94703

Name not available

March 10, 2026, 7:10 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Rideshare
• Ride bicycle

Question 12

94702

Name not available

March 10, 2026, 7:39 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Visitor

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Walk

Question 12

96150

Name not available

inside City Council Districts

March 10, 2026, 8:17 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Walk

Question 12

94702

Name not available

March 10, 2026, 9:13 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 10, 2026, 9:23 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

- Drive alone

Question 12

94708

Name not available

March 10, 2026, 9:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Employee

Question 11

- Drive alone

Question 12

94707

Name not shown

inside City Council Districts
March 10, 2026, 10:52 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not shown
inside City Council Districts
March 10, 2026, 10:55 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Ride bicycle

Question 12

94707

Name not available
outside City Council Districts
March 10, 2026, 11:39 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Visitor

Question 11

- Take public transit

Question 12

94803

Name not available
outside City Council Districts
March 10, 2026, 11:43 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Employee

Question 11

• Walk

Question 12

94804

Name not available
March 10, 2026, 11:44 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Walk

Question 12

94709

Name not available

inside City Council Districts
March 10, 2026, 12:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available

March 10, 2026, 12:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Walk

Question 12

94702

Name not available
outside City Council Districts
March 10, 2026, 12:42 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Employee

Question 11

- Ride bicycle

Question 12

94610

Name not available
inside City Council Districts
March 10, 2026, 12:57 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Walk

Question 12

94704

Name not available
March 10, 2026, 1:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Name not available

inside City Council Districts
March 10, 2026, 1:42 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

No response

Question 12

94710

Name not available

March 10, 2026, 2:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Visitor

Question 11

• Rideshare

Question 12

94702

Name not available

March 10, 2026, 2:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Raymond Barglow
inside City Council Districts
March 10, 2026, 3:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available
inside City Council Districts
March 10, 2026, 4:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94708

Name not available
March 10, 2026, 4:48 PM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94707

Name not available
March 10, 2026, 5:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
inside City Council Districts
March 10, 2026, 6:20 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Take public transit
- Walk
- Ride bicycle

Question 12

94709

Name not available
inside City Council Districts

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 10, 2026, 6:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Take public transit

Question 12

94702

Name not available

March 10, 2026, 6:44 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 10, 2026, 7:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone
• Rideshare
• Take public transit
• Walk

Question 12

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

94705

Name not available

March 10, 2026, 7:16 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Michelle LePaule

inside City Council Districts

March 10, 2026, 8:02 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not shown

inside City Council Districts
March 10, 2026, 8:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Other - Mix. Walking to Solano or Gilman, bicycle to downtown, north Shattuck, driving for evenings downtown or to Elmwood, usually with a passenger.

Question 12

94707

Name not available

March 10, 2026, 9:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Other - I drive with my household or walk. Parking makes me not want to go to the commerical districts. Knowing I could read the meter and get it to work would help. I'm not going to some activiites because I have no way of parking for the day.

Question 12

94708

Name not available

outside City Council Districts
March 10, 2026, 10:59 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94611

Name not available
March 10, 2026, 11:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 10, 2026, 11:08 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Take public transit
- Ride bicycle

Question 12

94706

Name not available

inside City Council Districts
March 11, 2026, 12:17 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Take public transit

Question 12

94709

Name not shown
inside City Council Districts
March 11, 2026, 7:56 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Employee
- Student
- Visitor

Question 11

- Drive alone
- Take public transit

Question 12

94709

Name not shown

inside City Council Districts
March 11, 2026, 11:00 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94709

Name not available

March 11, 2026, 2:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94707

Name not available
March 11, 2026, 2:41 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94702

Name not shown

inside City Council Districts
March 11, 2026, 2:42 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Name not available

March 11, 2026, 5:53 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94707

Joan Reich
inside City Council Districts
March 11, 2026, 7:14 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Name not shown
inside City Council Districts
March 11, 2026, 7:43 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94704

Name not shown
inside City Council Districts
March 11, 2026, 7:53 PM

Question 1

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk
- Other - I walk unless dark (bus or drive) or need to carry heavy items (drive)

Question 12

94702

Name not shown
inside City Council Districts
March 11, 2026, 7:55 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Other - Resident + Employee + Student

Question 11

• Other - I bike, but don't you dare frame any of these punitive changes as improving bike safety. The City needs to start enforcing double-parking violations. NOW. 100% enforcement instead of 0%. Come on!

Question 12

94709

Name not available

inside City Council Districts
March 11, 2026, 8:45 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Other - I'm a Berkeley resident. I'm using this "Other" box for this comment: Parking areas with meters should have more handicap spaces (e.g., each block of metered parking on Shattuck in downtown should have at least one handicap parking space).

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Drive alone

Question 12

94704

Name not available
inside City Council Districts
March 11, 2026, 9:38 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Name not available
inside City Council Districts
March 11, 2026, 9:54 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk
• Ride bicycle

Question 12

94702

Name not available
outside City Council Districts
March 11, 2026, 10:03 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Visitor

Question 11

• Drive alone

Question 12

94706

Name not available

inside City Council Districts
March 11, 2026, 10:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

March 11, 2026, 10:51 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I am unsure of this proposal/I need more information

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not shown
inside City Council Districts
March 11, 2026, 11:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone
• Ride bicycle

Question 12

94706

Name not available

inside City Council Districts
March 12, 2026, 5:36 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone
• Walk

Question 12

94703

Name not available

inside City Council Districts
March 12, 2026, 7:33 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Mark Brucker
inside City Council Districts
March 12, 2026, 8:30 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Walk

Question 12

94709

Stuart Baker

inside City Council Districts
March 12, 2026, 9:19 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not available

inside City Council Districts
March 12, 2026, 10:22 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Walk to North Shattuck, Gilman, Solano, and sometimes Downtown. More likely to drive to Elmwood or Southside. Will sometimes bike. Driving is more likely if going with more people than just my partner.

Question 12

94703

Name not available
March 12, 2026, 10:29 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Drive alone, Walk, BART depending on where and when

Question 12

94702

Name not available
inside City Council Districts
March 12, 2026, 10:38 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Other - Resident and Business Owner

Question 11

• Drive alone

Question 12

94702

Name not available
March 12, 2026, 10:45 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available
inside City Council Districts
March 12, 2026, 11:03 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Ride bicycle

Question 12

94702

Name not shown

inside City Council Districts
March 12, 2026, 11:30 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94704

Name not available

outside City Council Districts
March 12, 2026, 11:35 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Visitor

Question 11

- Take public transit
- Walk

Question 12

94131

Name not available
inside City Council Districts
March 12, 2026, 11:50 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Name not available

inside City Council Districts
March 12, 2026, 11:56 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not available

inside City Council Districts

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 12, 2026, 12:04 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Other - walk if convenient, drive if not

Question 12

94709

Name not available
outside City Council Districts
March 12, 2026, 12:12 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Employee

Question 11

• Ride bicycle

Question 12

94609

Name not available

inside City Council Districts
March 12, 2026, 12:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Walk

Question 12

94710

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 12, 2026, 1:02 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Other - I have been a resident since 1972. The new bike 'improvements' are in the way, seldom used by bikes, and sometimes dangerous. I believe that intentions were good, but the design and execution was quite poor and expensive. Please remove them if necessary.

Question 11

• Other - I walk all over the Southside, take a car (often with a passenger) further than a mile.

Question 12

94705

Name not available
inside City Council Districts
March 12, 2026, 1:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Walk

Question 12

94709

Name not available

March 12, 2026, 1:25 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Walk

Question 12

94704

Name not available

March 12, 2026, 1:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Walk and drive alone, rideshare equally

Question 12

94709

Name not available

March 12, 2026, 2:34 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I am unsure of this/I need more information

Question 7

• No, I would not be willing to pay this amount

Question 8

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 9

• Resident

Question 10

• Ride bicycle

Question 11

94703

Name not available

inside City Council Districts
March 12, 2026, 3:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Business Owner

Question 11

• Drive alone

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 12

94709

Name not available

March 12, 2026, 3:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94710

Name not available

inside City Council Districts
March 12, 2026, 3:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare

Question 12

94709

Name not available

March 12, 2026, 3:44 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 12

94710

Name not shown

inside City Council Districts
March 12, 2026, 3:51 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Walk
- Other - drive with another person

Question 12

94703

Name not available

inside City Council Districts
March 12, 2026, 3:54 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94703

Name not available
March 12, 2026, 3:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Other - mix of driving and walking

Question 12

94707

Name not available

March 12, 2026, 4:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Walk

Question 12

94708

Name not available

inside City Council Districts
March 12, 2026, 4:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

L. Joan Bajsarowicz
inside City Council Districts
March 12, 2026, 5:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Wendy Koran

inside City Council Districts
March 12, 2026, 5:44 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Ride bicycle
• Other - Friends with electric vehicles would like to visit and need more charging stations.

Question 12

94702

Name not available

March 12, 2026, 5:48 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94706

Name not available
inside City Council Districts
March 12, 2026, 6:05 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare

Question 12

94707

Name not available

March 12, 2026, 6:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 12, 2026, 6:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94708

Name not available
inside City Council Districts
March 12, 2026, 6:27 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Ride bicycle

Question 12

94702

Name not shown

inside City Council Districts
March 12, 2026, 6:43 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Employee

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94708

Name not available

inside City Council Districts
March 12, 2026, 6:45 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 12, 2026, 7:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not shown

inside City Council Districts
March 12, 2026, 7:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available

March 12, 2026, 7:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Rideshare
- Walk
- Ride bicycle
- Other - I drive my kids and disabled husband but since pelting has been impossible in downtown we just don't go anymore. Central street garage made us pay $15 for less than an hour when we went to dinner transparent pricing.

Question 12

94703

Name not available
inside City Council Districts
March 12, 2026, 7:52 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Name not available

March 12, 2026, 7:53 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 12, 2026, 8:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Other - walk and drive with one or more occupanats

Question 12

94703

Name not available

inside City Council Districts
March 12, 2026, 8:22 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I am unsure of this proposal/I need more information

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident
• Other - Parent to two BUSD students, one in elementary school, one in high school.

Question 11

• Take public transit
• Walk
• Ride bicycle
• Other - Would use bike share often (in conjunction with AC Transit busses, and instead of private bikes) if only there were *any* Baywheels stations along Solano Ave. - please add some stations! When occasionally driving our private car, we most often carpool.

Question 12

94707

Name not available

March 12, 2026, 8:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

March 12, 2026, 9:01 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Walk
• Ride bicycle

Question 12

94702

Name not available

March 12, 2026, 9:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Name not shown
inside City Council Districts
March 12, 2026, 10:31 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available

March 12, 2026, 10:47 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

inside City Council Districts

March 12, 2026, 11:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare
• Walk

Question 12

94703

Name not available
March 12, 2026, 11:25 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Name not available

March 12, 2026, 11:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident
• Employee

Question 11

• Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 13, 2026, 5:11 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Walk

Question 12

94703

Laurel Carter
inside City Council Districts
March 13, 2026, 5:25 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone
• Walk

Question 12

94702

Name not available

inside City Council Districts
March 13, 2026, 5:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

March 13, 2026, 6:09 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94704

Name not available
March 13, 2026, 7:15 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

inside City Council Districts
March 13, 2026, 7:33 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Take public transit

Question 12

94702

Name not available

inside City Council Districts
March 13, 2026, 8:16 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available
March 13, 2026, 8:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94702

Name not available

March 13, 2026, 8:59 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

March 13, 2026, 9:00 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available
inside City Council Districts
March 13, 2026, 9:13 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

March 13, 2026, 9:24 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Other - Resident and business owner Elmwood

Question 11

• Other - Walk to Elmwood. By car other places

Question 12

94705

Name not available

inside City Council Districts
March 13, 2026, 9:38 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available
outside City Council Districts
March 13, 2026, 9:50 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Employee

Question 11

• Drive alone

Question 12

94564

Name not available

March 13, 2026, 9:52 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Rideshare

Question 12

94702

Name not available

inside City Council Districts

March 13, 2026, 9:53 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I would support this

Question 7

• No, I would not be willing to pay this amount

Question 8

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 9

• Resident

Question 10

• Drive alone

Question 11

94708

Name not available
inside City Council Districts
March 13, 2026, 10:12 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

inside City Council Districts
March 13, 2026, 11:21 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

March 13, 2026, 11:32 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Walk
- Ride bicycle

Question 12

94702

Name not available
inside City Council Districts
March 13, 2026, 11:37 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

March 13, 2026, 12:48 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Take public transit

Question 12

94704

Name not available

March 13, 2026, 1:00 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94704

Name not available
inside City Council Districts
March 13, 2026, 1:01 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Take public transit

Question 12

94702

Name not shown

inside City Council Districts
March 13, 2026, 2:03 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

inside City Council Districts
March 13, 2026, 2:12 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Rideshare

Question 12

94703

Name not available
March 13, 2026, 2:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

March 13, 2026, 3:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

March 13, 2026, 3:51 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Other - walk, drive, transit

Question 12

94705

Name not available
inside City Council Districts
March 13, 2026, 4:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

- Resident

Question 11

- Drive alone
- Rideshare

Question 12

94708

Name not available

inside City Council Districts

March 13, 2026, 4:36 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Take public transit

Question 12

94702

Name not available

inside City Council Districts

March 13, 2026, 5:12 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available
March 13, 2026, 5:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

No response

Question 12

94703

Name not available

March 13, 2026, 5:54 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available

March 13, 2026, 5:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Visitor

Question 11

• Drive alone
• Ride bicycle

Question 12

94706

Name not shown
inside City Council Districts
March 13, 2026, 7:13 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Take public transit

Question 12

94705

Name not available

inside City Council Districts
March 13, 2026, 7:20 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available

March 13, 2026, 7:48 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

- I support this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Visitor

Question 11

- Drive alone
- Rideshare
- Take public transit
- Walk

Question 12

94530

Name not available
inside City Council Districts
March 13, 2026, 7:58 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available

March 13, 2026, 8:08 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Business Owner

Question 11

- Drive alone

Question 12

94707

Name not available

March 13, 2026, 8:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

- Visitor

Question 10

- Walk
- Ride bicycle

Question 11

94706

Name not available
inside City Council Districts
March 13, 2026, 8:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Business Owner

Question 11

• Drive alone

Question 12

94705

Name not available

outside City Council Districts
March 13, 2026, 8:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 13, 2026, 8:51 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Walk

Question 12

9403

Name not available
March 13, 2026, 9:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 13, 2026, 9:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not shown

inside City Council Districts
March 13, 2026, 9:52 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Hilary Near
inside City Council Districts

March 13, 2026, 10:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94710

Name not available

March 13, 2026, 10:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not shown

inside City Council Districts
March 13, 2026, 10:42 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 13, 2026, 10:46 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available

inside City Council Districts
March 13, 2026, 10:47 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94707

Name not available

March 13, 2026, 11:05 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94530

Name not available
March 13, 2026, 11:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Employee

Question 11

- Drive alone

Question 12

94706

Name not available

March 13, 2026, 11:22 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94702

Name not available

inside City Council Districts
March 13, 2026, 11:54 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Other - disabled resident

Question 11

• Other - wheelchair

Question 12

94709

Name not available
inside City Council Districts
March 14, 2026, 1:17 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94705

Name not available
inside City Council Districts
March 14, 2026, 3:44 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
March 14, 2026, 6:30 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident
- Business Owner

Question 11

- Drive alone
- Rideshare
- Take public transit
- Walk

Question 12

94702

Name not available
March 14, 2026, 7:05 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not shown
inside City Council Districts
March 14, 2026, 7:54 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available
inside City Council Districts
March 14, 2026, 7:58 AM

Question 1

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94703

Name not available
March 14, 2026, 8:20 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone
• Rideshare
• Walk

Question 12

94702

Name not available

March 14, 2026, 8:27 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not shown
inside City Council Districts
March 14, 2026, 8:36 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not available
inside City Council Districts
March 14, 2026, 8:42 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available

inside City Council Districts
March 14, 2026, 8:55 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available

March 14, 2026, 9:15 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Walk

Question 12

94709

Name not available

inside City Council Districts
March 14, 2026, 9:29 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident
- Employee

Question 11

- Walk

Question 12

94709

Name not shown

inside City Council Districts
March 14, 2026, 9:32 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Walk

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Ride bicycle

Question 12

94702

Name not available

March 14, 2026, 9:35 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

March 14, 2026, 9:44 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Name not available
inside City Council Districts
March 14, 2026, 10:08 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

- Drive alone
- Ride bicycle

Question 12

94703

Name not available

outside City Council Districts

March 14, 2026, 10:31 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Business Owner

Question 11

- Drive alone

Question 12

94707

Name not available

March 14, 2026, 10:36 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I am unsure of this proposal/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Employee

Question 11

- Walk

Question 12

94705

Name not available
March 14, 2026, 10:50 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

- Resident
- Employee

Question 11

- Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 14, 2026, 11:03 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94703

Name not shown

inside City Council Districts
March 14, 2026, 11:33 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I oppose this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident
• Business Owner

Question 11

• Drive alone
• Rideshare
• Take public transit
• Walk

Question 12

94705

Name not available
inside City Council Districts
March 14, 2026, 12:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Rideshare
- Take public transit
- Walk
- Ride bicycle

Question 12

94702

Name not available

inside City Council Districts
March 14, 2026, 12:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Walk

Question 12

94707

Name not available

March 14, 2026, 12:55 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94705

Name not available

March 14, 2026, 1:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94707

Name not available
inside City Council Districts
March 14, 2026, 1:32 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Rideshare

Question 12

94707

Name not available
inside City Council Districts
March 14, 2026, 2:37 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Other - walk or drive alone, depending on where I'm going

Question 12

94703

Name not available
March 14, 2026, 3:09 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Visitor

Question 11

- Drive alone

Question 12

94703

Name not available

March 14, 2026, 4:01 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 14, 2026, 6:33 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not shown
inside City Council Districts
March 14, 2026, 6:47 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident
- Business Owner

Question 11

- Rideshare

Question 12

94702

Name not shown
inside City Council Districts
March 14, 2026, 8:15 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94709

Name not available
March 14, 2026, 8:19 PM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Visitor

Question 11

- Drive alone
- Other - Drive w kids

Question 12

94556

Name not available
inside City Council Districts
March 14, 2026, 8:20 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not shown
inside City Council Districts
March 14, 2026, 8:21 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Take public transit

Question 12

94704

Name not shown
inside City Council Districts

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

March 14, 2026, 8:28 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Name not available

March 14, 2026, 8:37 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident
- Employee

Question 11

- Ride bicycle

Question 12

94703

Name not shown
inside City Council Districts
March 14, 2026, 9:26 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
March 14, 2026, 10:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94702

Name not available
March 14, 2026, 11:40 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I am unsure of this proposal/I need more information

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Employee
- Visitor

Question 11

- Drive alone
- Take public transit
- Walk

Question 12

94709

Name not available

March 15, 2026, 1:01 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident
- Student

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

- Drive alone
- Walk

Question 12

94703

Name not available

March 15, 2026, 7:24 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Visitor

Question 11

- Drive alone

Question 12

No response

Name not available

March 15, 2026, 9:06 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94703

Name not available

March 15, 2026, 9:53 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 11

- Drive alone

Question 12

94702

Name not available

inside City Council Districts
March 15, 2026, 10:28 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident
- Employee

Question 11

- Drive alone

Question 12

94707

Mathison Ott

inside City Council Districts
March 15, 2026, 10:58 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident
- Other - Work at UC Berkeley

Question 11

- Drive alone

Question 12

94703

Name not available
inside City Council Districts
March 15, 2026, 11:30 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Resident

Question 11

• Walk

Question 12

94705

Name not available

inside City Council Districts
March 15, 2026, 11:39 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

inside City Council Districts
March 15, 2026, 1:48 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

No response

Question 12

94703

Name not available
March 15, 2026, 2:45 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 10

- Resident

Question 11

- Walk

Question 12

94704

Name not available

inside City Council Districts
March 15, 2026, 2:46 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- Yes, I would be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Unlikely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94708

Name not shown

inside City Council Districts
March 15, 2026, 3:35 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - Drive with a passenger

Question 12

94703

Name not available
inside City Council Districts

March 15, 2026, 4:12 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

March 15, 2026, 4:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I support this proposal

Question 3

• I oppose this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Employee

Question 11

• Drive alone
• Ride bicycle

Question 12

94608

Name not available

March 15, 2026, 5:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Employee

Question 11

• Drive alone

Question 12

94608

Name not shown
inside City Council Districts
March 15, 2026, 6:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

94709

Name not available

inside City Council Districts
March 15, 2026, 6:34 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94708

Name not available

March 15, 2026, 6:37 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Ride bicycle

Question 12

94708

Name not available
March 15, 2026, 6:41 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Employee

Question 11

• Drive alone

Question 12

94608

Name not available

March 15, 2026, 10:39 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94703

Name not available

inside City Council Districts
March 16, 2026, 6:36 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94705

Name not available
March 16, 2026, 7:08 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Question 11

- Drive alone
- Rideshare
- Take public transit
- Ride bicycle

Question 12

94710

Name not available

March 16, 2026, 9:14 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Student
- Visitor

Question 11

- Drive alone
- Take public transit

Question 12

94550

Name not shown

inside City Council Districts
March 16, 2026, 9:31 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I oppose this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone
- Walk

Question 12

94707

Name not available
March 16, 2026, 10:25 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Take public transit
- Walk
- Ride bicycle

Question 12

94709

Name not available
inside City Council Districts
March 16, 2026, 12:24 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
March 16, 2026, 2:19 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone
- Take public transit
- Walk
- Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 16, 2026, 2:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94708

Name not available

March 16, 2026, 3:17 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident
• Employee

Question 11

• Drive alone
• Rideshare
• Walk

Question 12

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

94703

Name not available

March 16, 2026, 3:40 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I support this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Visitor

Question 11

- Drive alone

Question 12

94706

Name not available

inside City Council Districts
March 16, 2026, 4:10 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Other - drive with spouse

Question 12

94707

Name not available

March 16, 2026, 4:10 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone

Question 12

No response

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not shown
inside City Council Districts
March 16, 2026, 5:29 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Take public transit
- Walk

Question 12

94703

Name not available
March 16, 2026, 5:43 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Other - Depends - car and scooter mostly, sometimes walk

Question 12

94706

Name not shown

inside City Council Districts
March 16, 2026, 6:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94702

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
inside City Council Districts
March 16, 2026, 6:18 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Walk

Question 12

94705

Name not available
March 16, 2026, 6:35 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I oppose this proposal

Question 6

- I am unsure of this proposal/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Other - walk to Elmwood, otherwise drive usually alone

Question 12

94704

Name not available

inside City Council Districts
March 16, 2026, 8:06 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I oppose this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone
• Take public transit

Question 12

94707

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Name not available
outside City Council Districts
March 16, 2026, 8:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Visitor

Question 11

- Drive alone
- Take public transit

Question 12

94706

Name not available
March 16, 2026, 10:42 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Walk

Question 12

94705

Name not shown

inside City Council Districts
March 16, 2026, 10:49 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

94708

Name not available

inside City Council Districts
March 17, 2026, 12:49 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94708

Name not shown

inside City Council Districts
March 17, 2026, 1:03 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I support this proposal

Question 6

• I am unsure of this proposal/I need more information

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94710

Name not available

March 17, 2026, 6:05 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Drive alone

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 12

94703

Name not available

inside City Council Districts
March 17, 2026, 6:51 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available

inside City Council Districts
March 17, 2026, 7:57 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I am unsure of this proposal/I need more information

Question 3

- I am unsure of this proposal/I need more information

Question 4

- I am unsure of this proposal/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

• Resident

Question 11

• Take public transit

Question 12

94704

Name not available
inside City Council Districts
March 17, 2026, 9:52 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would not support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Resident

Question 11

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Drive alone

Question 12

94703

Name not available

inside City Council Districts

March 17, 2026, 10:40 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

• Resident

Question 11

• Drive alone

Question 12

94707

Name not available

March 17, 2026, 11:48 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone
- Walk
- Ride bicycle

Question 12

94703

Name not available
inside City Council Districts
March 17, 2026, 1:56 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Unlikely

Question 10

- Resident

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• Business Owner

Question 11

• Drive alone
• Rideshare
• Walk
• Ride bicycle

Question 12

94703

Name not available

inside City Council Districts
March 17, 2026, 2:23 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

• Resident

Question 11

• Other - Mix: drive with family, drive by self, bike and take transit.

Question 12

94702

Name not available

March 17, 2026, 2:29 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

• I am unsure of this proposal/I need more information

Question 3

• I oppose this proposal

Question 4

• I oppose this proposal

Question 5

• I oppose this proposal

Question 6

• I oppose this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident
• Business Owner

Question 11

• Take public transit
• Walk
• Ride bicycle
• Other - Drive with a friend or family member

Question 12

94703

Name not available
inside City Council Districts
March 17, 2026, 2:48 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

• I am unsure of this proposal/I need more information

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Drive alone
- Ride bicycle

Question 12

94703

Name not available

March 17, 2026, 3:50 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Employee

Question 11

- Drive alone

Question 12

94704

Name not available

March 17, 2026, 6:10 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.:

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly disagree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Name not available
March 17, 2026, 8:30 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident
- Employee

Question 11

- Drive alone

Question 12

94702

Name not available

March 17, 2026, 9:49 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I am unsure of this proposal/I need more information

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94710

Name not available

inside City Council Districts
March 18, 2026, 1:05 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would not support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Likely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94707

Name not available
outside City Council Districts
March 18, 2026, 4:46 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I oppose this proposal

Question 7

- I would not support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Visitor

Question 11

• Drive alone

Question 12

94608

Name not available

March 18, 2026, 8:08 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I support this proposal

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Neutral
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Take public transit

Question 12

94705

Name not shown

inside City Council Districts
March 18, 2026, 8:11 AM

Question 1

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Disagree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Walk

Question 12

94703

Name not available
March 18, 2026, 9:34 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Take public transit

Question 12

94530

Name not available
outside City Council Districts
March 18, 2026, 9:48 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I am unsure of this proposal/I need more information

Question 5

• I support this proposal

Question 6

• I support this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Other - Current employee, about to become a resident (moving from El Cerrito)

Question 11

• Other - Even split between driving & bike

Question 12

94530

Name not available
March 18, 2026, 9:58 AM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Disagree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Neutral
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Unlikely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Unlikely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very unlikely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

- Resident

Question 11

- Ride bicycle

Question 12

94703

Name not available
March 18, 2026, 10:24 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Neutral
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I would support this

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Visitor

Question 11

• Rideshare

Question 12

94530

Name not available

March 18, 2026, 11:18 AM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I support this proposal

Question 3

• I am unsure of this proposal/I need more information

Question 4

• I support this proposal

Question 5

• I support this proposal

Question 6

• I oppose this proposal

Question 7

• I would support this

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Neutral
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Neutral
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Drive alone
• Take public transit
• Walk

Question 12

94708

Name not available

March 18, 2026, 1:45 PM

Question 1

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Strongly agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I oppose this proposal

Question 3

- I oppose this proposal

Question 4

- I oppose this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Very likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very likely

Question 10

- Resident

Question 11

- Drive alone

Question 12

94704

Name not available
March 18, 2026, 1:52 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Strongly agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

- I support this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I am unsure of this proposal/I need more information

Question 7

- I am unsure of this/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Unlikely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

• Resident

Question 11

• Rideshare

Question 12

94703

Name not available

March 18, 2026, 3:54 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Neutral
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Disagree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Strongly agree

Question 2

• I oppose this proposal

Question 3

• I support this proposal

Question 4

• I oppose this proposal

Question 5

• I am unsure of this proposal/I need more information

Question 6

• I support this proposal

Question 7

• I am unsure of this/I need more information

Question 8

• No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Neutral
Brighter lighting and more visible security presence: Likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Neutral
Improved signage at nearby streets and clearer exit paths for pedestrians: Unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Very unlikely

Question 10

• Employee

Question 11

• Drive alone

Question 12

94703

Name not available

March 18, 2026, 4:00 PM

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Neutral

Question 2

- I support this proposal

Question 3

- I oppose this proposal

Question 4

- I am unsure of this proposal/I need more information

Question 5

- I oppose this proposal

Question 6

- I oppose this proposal

Question 7

- I would support this

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Very unlikely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very unlikely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Drive alone

Question 12

94707

Name not available
inside City Council Districts
March 18, 2026, 4:11 PM

Question 1

AVAILABILITY: Make it easier to find a parking space near your destination.: Strongly agree
SUSTAINABILITY: Reduce greenhouse gas emissions by decreasing the time drivers spend "circling" for parking.: Agree
ECONOMIC VITALITY: Increase "turnover" of parked cars in high-demand areas so more customers can access local shops and restaurants.: Agree
SAFETY: Improve safety for pedestrians and cyclists by reducing distracted driving (drivers looking for parking spaces) and double-parking.: Agree

Question 2

- I oppose this proposal

Question 3

- I support this proposal

Question 4

- I support this proposal

Question 5

- I support this proposal

Question 6

- I support this proposal

Question 7

- I am unsure of this/I need more information

Parking Management Program Potential Adjustments

Weigh in on proposals to improve availability and efficiency of on-street parking in high-demand areas.

Question 8

- No, I would not be willing to pay this amount

Question 9

Free garage parking for the first 20 minutes: Likely
Brighter lighting and more visible security presence: Very likely
Real-time signs on Shattuck Avenue showing exactly how many spaces remain: Likely
Improved signage at nearby streets and clearer exit paths for pedestrians: Very likely
Lower hourly rates for the first 2 hours compared to nearby street meters: Very likely
More Electric Vehicle charging stations or expanded bike valet services: Neutral

Question 10

- Resident

Question 11

- Rideshare
- Take public transit
- Walk
- Ride bicycle

Question 12

94704

NOTICE OF PUBLIC HEARING
BERKELEY CITY COUNCIL
PREFERENTIAL PARKING PROGRAM PERMIT FEES AND PARKING METER TRANSACTION FEES

The public may participate in this hearing by remote video or in-person.

Notice is hereby given by the City Council of the City of Berkeley that a public hearing will be conducted by said city council of the City of Berkeley at which time and place all persons may attend and be heard upon the following:

The Department of Public Works is proposing to increase the Preferential Parking Program permit fees and charge parking meter transaction fees to reduce the RPP and goBerkeley programs' operational deficit and recover program costs.

The hearing will be held on May 19, 2026, at 6:00 p.m. in the School District Board Room, located at 1231 Addison Street, Berkeley CA 94702.

For further information, please contact at Elliott Schwimmer, Senior Planner, 510.981.7066.

A copy of the agenda material for this hearing will be available on the City's website at https://berkeleyca.gov/ as of 5:00 p.m. on May 7, 2026. **Once posted, the agenda for this meeting will include a link for public participation using Zoom video technology, as well as any health and safety requirements for in-person attendance.**

Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, or e-mailed to council@berkeleyca.gov in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

Communications to the Berkeley City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at (510) 981-6900 or clerk@cityofberkeley.info for further information.

If you challenge the above in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Berkeley at, or prior to, the public hearing. Background information concerning this proposal will be available at the City Clerk

Department and posted on the City of Berkeley webpage at least 12 days prior to the public hearing.

Published: May 1 and May 8, 2026 – The Berkeley Voice
Published pursuant to Government Code Section 6062a

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I hereby certify that the Notice for this Public Hearing of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on May 7, 2026.

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Mark Numainville, City Clerk
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Office of the City Manager

SUPPLEMENTAL AGENDA MATERIAL

for Supplemental Packet 1

Meeting Date: **May 19, 2026**

Item Number: **29**

Item Description: **Zero Waste Plan Checks and Compliance Inspections Fees**

Submitted by: **Wahid Amiri, Interim Director, Public Works**

The Resolution for this item was updated to include Exhibit A, a list of the Plan Check and Compliance Inspection Fees, as previously presented in the Staff Report. Additionally, an implementation date of July 1, 2026 (FY 2027) has been included in the Resolution.

RESOLUTION NO. ##,###N.S.

ZERO WASTE PLAN CHECKS AND COMPLIANCE INSPECTIONS FEES

WHEREAS, the City has adopted the following ordinances into the Berkeley Municipal Code (BMC) to address State mandates such as the California State Building Code (CALGreen 4.408.2 and 5.408.1.1), as well as, SB-1383, AB-2176, AB-1826, and AB-341:

- Ordinance No 7,988-N.S. and Ordinance No 7,839-N.S Berkeley Green Code into BMC 19.37 on November 18, 2025 and November 11, 2022,
- Ordinance No 7,790-N.S. Organics Reduction and Recycling adopted into BMC 12.35 on July 28, 2021,
- Ordinance No 7,252-N.S, Curbside Refuse, Organics, and Recycling Collection adopted into BMC 12.34 on June 12, 2012,
- Ordinance No 6319-N.S Storage Collection and Disposal of Waste adopted into ~~(~~BMC 12.32 on April 30, 1986,

And Council has adopted the following City specific ordinances:

- Ordinance No. 7,639-N.S. Single Use Foodware and Litter Reduction Ordinance adopted into BMC 11.64 on January 22, 2019,
- Ordinance No. 5625A-N.S. Recycling Policy adopted into the BMC 12.38 on January 1, 1984; and

WHEREAS, these inspections and enforcement requirements are unfunded mandates and place an additional burden on the Zero Waste Fund (601) to cover the cost of plan check and compliance monitoring; and

WHEREAS, required funding to perform these tasks is not included in Zero Waste Fund collections rates, and are not supported by Proposition 218; and

WHEREAS, staff have monitored time spent on plan check and compliance inspections from the start of Fiscal Year 2023 to the conclusion of Fiscal Year 2025, having completed 1,676 compliance related reviews and inspections and demonstrated the need to recover two hours of staff time per required review and inspection; and

WHEREAS, staff is proposing a flat fee of $250 per activity (Exhibit A), which would generate approximately $419,000 annually for the Zero Waste Fund (Fund 601)

WHEREAS, the previously referenced 1,676 compliance related reviews and inspections conducted from the start of Fiscal Year 2023 to the conclusion of Fiscal Year 2025, are associated with the following activities:

- Construction and Demolition Green Halo Plan Checks,
- New Construction Accela & Clariti Plan Checks,
- Zero Waste Events Plan Checks,
- Foodware Ordinance Compliance Inspections, and
- Food Recovery Agreement Inspections; and

WHEREAS, staff have no current cost recovery mechanism for staff time to conduct compliance reviews and inspections associated with permits issued and existing City ordinances; and have calculated a $250 fee that would cover associated staff time; and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the cost recovery fees for $250; as outlined in Exhibit A; to cover staff time required to perform compliance reviews and inspections are adopted.

BE IT FURTHER RESOLVED that the City Manager is authorized to take all necessary administrative actions to update software and public notification materials accordingly to implement the fees effective July 1, 2026 (FY 2027).

Attachments:
Exhibit A

Exhibit A: Zero Waste Plan Checks and Compliance Inspections Fees

Fee Type	Proposed Amount
C&D Compliance Plan Check	$250
Trash Room/Space Allocation Plan Check	$250
SB 1383 Events Compliance	$250
SB 1383 Food Recovery Inspections	$250
Foodware Ordinance Inspections	$250

Office of the City Manager

PUBLIC HEARING
June 9, 2026
(Continued from May 19, 2026)

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Wahid Amiri, Interim Director, Public Works

Subject: Zero Waste Plan Checks and Compliance Inspections Fees

RECOMMENDATION
Conduct a public hearing and upon conclusion, adopt a Resolution establishing new cost recovery fees in the Public Works Department's Zero Waste Plan Check and Compliance Inspections; authorizing the City Manager, or designee, to collect such fees to recover staffing costs.

SUMMARY
The Public Works Department routinely performs plan checks and inspections for construction and demolition (C&D) recycling compliance. Introducing a cost recovery fee program for Zero Waste will formalize the plan check process by associating a cost for the staff time spent complying with City, County, and State requirements. This $250 cost will be a flat fee for each permit listed below in Table 1. Plan Checks and Compliance Inspections Fees will be collected at the time of permit issuance for C&D, Accela and Events Plan Checks. Services will be invoiced separately for foodware and food recovery compliance inspection at completion. These fees are intended only to recover the reasonable cost of staff time required to perform direct plan check and compliance inspection services and are not intended to generate revenue beyond the cost of providing these services.

FISCAL IMPACTS OF RECOMMENDATION
Staff have monitored time spent on plan check and compliance inspections from the start of Fiscal Year 2023 to the conclusion of Fiscal Year 2025, having completed 1,676 compliance related reviews and inspections and demonstrated the need to recover two hours of staff time per required review and inspection. Staff is proposing a flat fee of $250 per activity listed below (see Table 1 on following page) to cover the associated two hours, which would generate approximately $419,000 annually for the Zero Waste Fund (Fund 601).

Table 1: Zero Waste Compliance Fee Revenue Table				
Program Area	**2025 Activity Volume**	**Fee per Activity ($)**	**Projected FY 2027 Revenue**	**Projected FY 2028 Revenue**
C&D Compliance Plan Checks	320	$250	$80,000	$80,000
Trash Room / Space Allocation Plan Checks	550	$250	$137,500	$137,500
SB 1383 Events Compliance	113	$250	$28,250	$28,250
SB 1383 Food Recovery Inspections	45	$250	$11,250	$11,250
Foodware Ordinance Inspections	648	$250	$162,000	$162,000
TOTAL	**1,676**		**$419,000**	**$419,000**
Note: Each activity requires an average of approximately two hours of staff time.				

CURRENT SITUATION AND ITS EFFECTS

The Public Works Department currently performs plan checks and compliance inspections for the C&D permit process, interdepartmental coordination, and ongoing ordinance implementation. Without a dedicated cost-recovery mechanism, these direct compliance services must be absorbed by the Zero Waste Fund, reducing available resources for core Zero Waste operations and other regulatory compliance needs.

Implementation of new fees associated with staff time spent on permit compliance processes will allow Public Works to recover costs for compliance plan checks and inspections. In accordance with California State Proposition 218, the activities associated with the proposed fee cannot be paid for through the solid waste collection rates since the activities are not associated with the cost of providing collection services. Using the Zero Waste Fund to cover plan checks and inspections will continue to draw down the fund balance if not reimbursed through an associated fee.

Due to increased coordination with the Planning and Development Department, and additional capacity needed to support inspections that the Health, Housing and Community Services Department has not been able to perform (as a result of staffing shortages), Public Works is proposing a fee of $250 (Table 1) for each of the following compliance and inspection activities:

- C&D Green Halo Plan Checks

- New Construction Accela Plan Checks
- Zero Waste Events Plan Checks
- Foodware Ordinance Compliance Inspections
- Food Recovery Agreement Inspections

To maintain cost recovery for these direct staff services, staff may return to council to increase fees to accurately reflect real costs for staff time.

Plan Checks and Compliance Inspections Fees will be collected at the time of permit issuance for C&D, Accela and Events Plan Checks. Services will be invoiced separately for foodware and food recovery compliance inspection at completion. Public Works routinely performs plan checks and compliance inspections during its C&D interdepartmental meetings and weekly ordinance outreach. Introducing the fee program for plan checks and compliance inspections will emphasize the importance of complying with City, County, and State requirements and recognize the associated cost. The associated cost of flat fee of $250, (Table 1), includes the total hourly cost of the planning approval process by tracking the professional staff time spent providing an estimated two hours of direct services, such as reviewing permit applications, permits, and performing field inspections.

The following activities would be covered by the $250 fee:

Construction and Demolition (C&D) Green Halo Plan Checks
The C&D Plan Checks ensure projects are compliant with CALGreen, which mandates that at least 65% of non-hazardous C&D waste generated by new construction, demolition, and certain additions/alterations projects be recycled or salvaged for reuse, as detailed in Sections 4.408, 5.408, 301.1.1, and 301.3 of the California Green Building Standards Code. Currently, 17% of contractors are out of compliance with state diversion requirements, according to the City’s Green Halo compliance tracking.

New Construction Accela & Clariti Plan Checks
During inspections conducted from 2024-2026, staff found that architects and contractors of new construction projects were not including plans for complying with City, County, and State requirements to recycle and compost. Consequently, new construction projects struggled to meet diversion requirements as found in the City’s Accela compliance tracking, while creating safety concerns for Zero Waste collections staff due to improperly placed refuse receptacles. Public Works staff worked with Planning and Development staff to become included in the Accela workflow plan check process to address these issues. Public Works staff are now able to discuss space allocation requirements directly with architects and contractors during the design phase to ensure compliance with compliance requirements.

Zero Waste Events Plan Checks
In September 2004, the California Legislature passed AB 2176, which requires operators and organizers of large events and venues to develop and implement waste reduction plans that include recycling strategies and reporting on the results of their efforts to the designated local agency. AB 2176's requirement is also superseded by SB 1383, which similarly requires post event food donation. To comply with both AB 2176 and SB 1383, Public Works staff require event organizers to submit Zero Waste Event Plans to staff for review. Staff coordinate short-term dumpster rentals for event organizers, manage the City's Clearstream rental program, and ensure compliance with SB 1383 and Single Use Disposable Ordinance (BMC 11.64). The number of annual City-wide events has increased by 37 percent since the pandemic, according to City events staff, and the increasing number of requests do not currently have a dedicated funding stream to support compliance checks.

Foodware Ordinance Compliance Inspections
In 2019, City Council adopted BMC 11.64, which requires all businesses selling prepared food to have on-site reusable foodware, color-coded recycling and compost bins, BPI-Certified compostable foodware, $0.25 Charge for Disposable Cups, and Disposable Accessory Items Upon Request. This task was originally to be handled by the Health, Housing and Community Services Department, which already inspects food generators through their environmental Health Division, however, due to staffing shortages, these tasks have been re-allocated to Public Works' staff.

Food Recovery Agreement Inspections
SB1383 is an unfunded state mandate that aims to reduce methane emissions caused by food and other organic materials going into landfills. Edible food generators such as grocery stores, restaurants, and hotels are required to donate food fit for human consumption that was purchased or prepared in excess. As a result, Public Works staff must inspect edible food generators to verify they have a food donation agreement with a food recovery organization. This task was originally to be handled by the Health, Housing and Community Services Department, which already inspects food generators through the Environmental Health Division, however, due to staffing shortages, these tasks have been re-allocated to Public Works.

These Plan Checks and Compliance Inspections Fees are in alignment with the City's Strategic Plan to provide an efficient and financially-healthy City government.

BACKGROUND
The City has adopted the following ordinances into the Berkeley Municipal Code (BMC) to address State mandates such as the California State Building Code (CALGreen 4.408.2 and 5.408.1.1), as well as, SB-1383, AB-2176, AB-1826, and AB-341:

- Ordinance No 7,988-N.S., and Ordinance No 7,839-N.S Berkeley Green Code into BMC 19.37 on November 18, 2025 and November 11, 2022,
- Ordinance No 7,790-N.S., Organics Reduction and Recycling adopted into BMC 12.35 on July 28, 2021,
- Ordinance No 7, 252-N.S, Curbside Refuse, Organics, and Recycling Collection adopted into BMC 12.34 on June 12, 2012,
- Ordinance No 6319-N.S, Storage Collection and Disposal of Waste adopted into BMC 12.32 on April 30, 1986,

Council has adopted the following ordinances in addition to the aforementioned State requirements to achieve City waste management goals and diversion targets:

- Ordinance No. 7,639-N.S., Single Use Foodware and Litter Reduction Ordinance adopted into BMC 11.64 on January 22, 2019,
- Ordinance No. 5625A-N.S., Recycling Policy adopted into the BMC 12.38 on January 1, 1984

These City ordinances require staff monitoring for compliance to avoid enforcement action by the State of California and to meet stated City waste diversion goals.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Additional program adherence by permit holders may result in an increase of diversion from the City's landfill to recycling, composting and edible food redistribution, which may have the positive environmental benefit of reducing landfill methane emissions that exacerbate climate change effects.

RATIONALE FOR RECOMMENDATION

Increased funding through fees would reduce reliance on the Zero Waste Fund. Compliance with State requirements may increase diversion from landfill to help meet the City's Zero Waste Goals and mandates.

ALTERNATIVE ACTIONS CONSIDERED

Alternatives include taking no action, which could result in depletion of the Zero Waste Division fund.

CONTACT PERSON

Wahid Amiri, Interim Director of Public Works, 510 981-6396
Leticia Jauregui, Solid Waste and Recycling Division Manager, 510 981-6362
Julia Heath, Recycling Program Manager, 510-981-6357

Attachments:
1: Resolution
2: Public Hearing Notice

RESOLUTION NO. ##,###N.S.

ZERO WASTE PLAN CHECKS AND COMPLIANCE INSPECTIONS FEES

WHEREAS, the City has adopted the following ordinances into the Berkeley Municipal Code (BMC) to address State mandates such as the California State Building Code (CALGreen 4.408.2 and 5.408.1.1), as well as, SB-1383, AB-2176, AB-1826, and AB-341:

- Ordinance No 7,988-N.S. and Ordinance No 7,839-N.S Berkeley Green Code into BMC 19.37 on November 18, 2025 and November 11, 2022,
- Ordinance No 7,790-N.S. Organics Reduction and Recycling adopted into BMC 12.35 on July 28, 2021,
- Ordinance No 7,252-N.S, Curbside Refuse, Organics, and Recycling Collection adopted into BMC 12.34 on June 12, 2012,
- Ordinance No 6319-N.S Storage Collection and Disposal of Waste adopted into (BMC 12.32 on April 30, 1986,

And Council has adopted the following City specific ordinances:

- Ordinance No. 7,639-N.S. Single Use Foodware and Litter Reduction Ordinance adopted into BMC 11.64 on January 22, 2019,
- Ordinance No. 5625A-N.S. Recycling Policy adopted into the BMC 12.38 on January 1, 1984; and

WHEREAS, these inspections and enforcement requirements are unfunded mandates and place an additional burden on the Zero Waste Fund (601) to cover the cost of plan check and compliance monitoring; and

WHEREAS, required funding to perform these tasks is not included in Zero Waste Fund collections rates, and are not supported by Proposition 218; and

WHEREAS, staff have monitored time spent on plan check and compliance inspections from the start of Fiscal Year 2023 to the conclusion of Fiscal Year 2025, having completed 1,676 compliance related reviews and inspections and demonstrated the need to recover two hours of staff time per required review and inspection; and

WHEREAS, staff is proposing a flat fee of $250 per activity, which would generate approximately $419,000 annually for the Zero Waste Fund (Fund 601)

WHEREAS, the 1,676 compliance related reviews and inspections conducted from the start of Fiscal Year 2023 to the conclusion of Fiscal Year 2025, are associated with the following activities:

- Construction and Demolition Green Halo Plan Checks,

- New Construction Accela & Clariti Plan Checks,
- Zero Waste Events Plan Checks,
- Foodware Ordinance Compliance Inspections, and
- Food Recovery Agreement Inspections; and

WHEREAS, staff have no current cost recovery mechanism for staff time to conduct compliance reviews and inspections associated with permits issued and existing City ordinances; and have calculated a $250 fee that would cover associated staff time; and

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the Department of Public Works will implement cost recovery fees for $250 to cover staff time required to perform compliance reviews and inspections.

NOTICE OF PUBLIC HEARING
BERKELEY CITY COUNCIL

Zero Waste Plan Checks and Compliance Inspections Fees

The public may participate in this hearing by remote video or in-person.

Notice is hereby given by the City Council of the City of Berkeley that a public hearing will be conducted by said city council of the City of Berkeley at which time and place all persons may attend and be heard upon the following:

The Department of Public Works is proposing to implement new fees to support Zero Waste Plan Checks and Compliance Inspections.

The hearing will be held on May 19, 2026, at 6:00 p.m. in the School District Board Room, located at 1231 Addison Street, Berkeley CA 94702.

A copy of the agenda material for this hearing will be available on the City's website at https://berkeleyca.gov/ as of May 7, 2026. **Once posted, the agenda for this meeting will include a link for public participation using Zoom video technology, as well as any health and safety requirements for in-person attendance.**

Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, or e-mailed to council@berkeleyca.gov in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

Communications to the Berkeley City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at (510) 981-6900 or clerk@cityofberkeley.info for further information.

If you challenge the above in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Berkeley at, or prior to, the public hearing. Background information concerning this proposal will be available at the City Clerk Department and posted on the City of Berkeley webpage at least 12 days prior to the public hearing.

Published: May 8 and May 15, 2026 – The Berkeley Voice

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I hereby certify that the Notice for this Public Hearing of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on May 7, 2026.

Mark Numainville, City Clerk
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26

Office of the City Manager

PUBLIC HEARING
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Jordan Klein, Director, Planning and Development Department

Subject: Appeal of the Housing Advisory Commission decision to deny the appeal and affirm the Determination by the Building Official for 1615 Fairview Street Regarding the Applicability of Exterior Elevated Elements Inspection Requirement

RECOMMENDATION

Conduct a public hearing and upon conclusion, adopt a Resolution affirming the Housing Advisory Commission (HAC) decision to (1) deny the Appeal and affirm the Building Official's determination that 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program; and (2) uphold the associated fees consistent with Council-adopted policy and State law.

SUMMARY

This report is in response to an appeal submitted by Andrew Marowitz, regarding the applicability of E3 Inspection Program requirements for his property at 1615 Fairview Street. Mr. Marowitz previously appealed the Building Official's determination regarding E3 inspection requirements to the Housing Advisory Commission. After conducting a public hearing in January 2026, the appeal was denied and the Building Official's determination was upheld.

State law requires E3 inspections of all buildings containing three or more multifamily dwelling units with existing exterior elevated elements, regardless of whether they are owner-occupied, tenant-occupied, or vacant. The structure at 1615 Fairview Street is an existing building with four multi-family dwelling units, and exterior elevated elements located six feet or more above grade, and is therefore subject to E3 Inspection Program requirements.

FISCAL IMPACTS OF RECOMMENDATION

None.

CURRENT SITUATION AND ITS EFFECTS

The E3 Inspection Program advances the Strategic Plan goal to create a resilient, safe, connected, and prepared city.

The City of Berkeley Municipal Code Section 19.40.040, and State Law Health & Safety Code Section 17973(a), require owners of all buildings containing three or more multifamily dwelling units, considered Group R-1 and R-2 Occupancy buildings as defined in the most recent edition of the California Building Code, with existing exterior elevated elements, to retain the services of a licensed or certified professional to verify that the existing exterior elevated elements are in general safe condition and do not exhibit signs of deterioration.

State and City laws do not exempt buildings with dwelling units that are owner-occupied. Even condominium buildings with three or more condominiums, considered R-2 occupancy buildings, are required to verify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Most condominiums are owner-occupied.

On January 15, 2026, the HAC conducted a public hearing and denied the appeal of Determination by the Building Official for 1615 Fairview Street regarding the applicability of exterior elevated elements inspection requirements. The HAC's action (1) affirmed the Building Official's determination that 1615 Fairview Street is not in compliance with the E3 Inspection Program, and (2) upheld the associated fees consistent with Council-adopted policy and State law.

On February 17, 2026, Mr. Marowitz, the legal property owner of 1615 Fairview St., submitted an appeal of the Housing Advisory Commission's Notice of Decision by the designated deadline of February 20, 2026.

BACKGROUND

Following the tragic collapse of a balcony at 2020 Kittredge St. in 2015, the City of Berkeley passed Urgency Ordinance No. 7,432-N.S. requiring that all buildings with three or more dwelling units and exterior elevated elements be inspected by a licensed professional on a cyclical basis, to prevent future structural failures from causing fatalities and injuries. In 2018, the State of California (SB 721) adopted a similar requirement. Berkeley's requirement, based on state law, is codified in BMC Section 19.40.040. When first enacted, Berkeley's law required owners to have E3 inspections every three years. The requirement was later amended to change the inspection frequency to every five years, then amended again to align with state law, which set an inspection frequency for existing buildings containing three or more multifamily dwelling units of every six years.

E3 Inspection Program – Case History

In 2016, Mr. Marowitz submitted an E3 Exemption Declaration Form, signed March 1, 2016, declaring under penalty of perjury that the Inspection Certification requirements did not apply to his property at 1615 Fairview St because:

- "Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, guardrails, handrails, or similar

appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building."

Subsequently, Mr. Marowitz submitted a completed E3 Inspection Certification form signed by a licensed professional on June 30, 2016, verifying that the building at 1615 Fairview is, in fact, a four unit multi-family dwelling with exterior elevated elements subject to the City of Berkeley's E3 Inspection Program. The completed 2016 E3 Inspection Certification form brought 1615 Fairview into compliance with the 2016 E3 Inspection cycle.

Under the 2021 E3 Inspection cycle, Mr. Marowitz again submitted an E3 Exemption Declaration Form, signed August 1, 2021, declaring under penalty of perjury that Inspection Certification requirements do not apply to his property at 1615 Fairview St because:

1. "Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, guardrails, handrails, or similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building"
2. "This building is not an R-1 or R-2 occupancy. It does not have 3 or more dwelling units and is not one of the other building types listed above."
3. Mr. Marowitz also checked the box indicating the building type to be "Residential Condo Building" and added a notation that the building is a "Multi-Unit Home House".

Subsequently, Mr. Marowitz did not submit a completed E3 Inspection Certification form signed by a licensed professional for the 2021 E3 Inspection Cycle.

On September 16, 2025, staff issued a Notice of Violation and Warning of Administrative Citation to notify Mr. Marowitz he was in violation of Section 19.40.040 of the Berkeley Municipal Code. Mr. Marowitz was given until October 16, 2025, to comply with the Notice of Violation. The exemption declaration and inspection certification forms submitted and the Notice of Violation and Warning of Administrative Citation are part of the administrative record, included as Attachment 8 to this staff report.

In response to the Notice of Violation and Warning of Administrative Citation, Mr. Marowitz submitted a letter to staff on September 25, 2025, confirming that Apartment #4 does have exterior elevated elements, but stating that it is exempt from E3 Inspection Program requirements because it is owner occupied.

On October 9, 2025, the Building Official sent a determination to Andrew Marowitz regarding 1615 Fairview and E3 Inspection requirements under Health and Safety Code (HSC) 17973 and Berkeley Municipal Code (BMC) Section 19.40.040. The determination is summarized below, and is included in its entirety as Attachment 5.

Summary of Determination of the Building Official
The Building Official determined that the property at 1615 Fairview Street contains four multifamily dwelling units, is classified as an R-2 occupancy and is not exempt from E3 inspection requirements, regardless of owner occupancy. The owner was directed to provide a completed inspection certification form by October 16 (extendable to November 14 upon proof of hiring a qualified professional), or face citations for noncompliance.

On Oct 27, 2025, Mr. Marowitz appealed the Building Official's determination. At the time the appeal was submitted, the HAC was the designated Board of Appeals to hear and decide appeals of any notice and order or any action of the Building Official under the Housing Code, pursuant to BMC Chapter 19.44. The HAC heard the appeal at its January 15, 2026 meeting, and took the following action:

Action: M/S/C (Shere/Haycox) to deny the appeal and affirm the Building Official's determination that (1) 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program and (2) uphold the associated fees consistent with Council-adopted policy and State law.

Vote: Ayes: Chupina, Haycox, Micael, Mirvish, Shere, and Simon-Weisberg.
Noes: None. Abstain: None. Absent: Bell (excused), Potter (excused), Scott (excused).

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
There are no identifiable environmental effects or opportunities associated with the subject of this report.

RATIONALE FOR RECOMMENDATION
The issues raised in the appellant's letter (Attachment 2) and staff's responses are detailed below. For the sake of brevity, the appeal issues are summarized and not restated in their entirety, with duplicative points combined.

ISSUE 1: The appellant contends that the Rental Housing Safety Program (RHSP) has active protocols with an "already included provision and inspection program for Exterior Elevated Elements with annual inspections." The appellant also highlights RHSP provisions for self-certification, as well as exemptions for vacant units and owner-occupied units.

RESPONSE 1: The appellant is conflating two distinct programs. The E3 Inspection Program is distinct from RHSP, and any exemptions applicable to RHSP are not applicable and irrelevant to the E3 program. The RHSP requires inspection of all rental units, with owner occupied units being exempt. In contrast, State and local laws require inspection of exterior elevated elements in all buildings containing three or more multifamily dwelling units, regardless of whether the building or any of the units are owner occupied or vacant.

California Health and Safety Code (HSC), Article 2.2 states that “Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected.” Neither Health and Safety Code Section 17973 nor Berkeley Municipal Code Section 19.40.040 provide exemptions for owner-occupied or vacant units. Accordingly, all multifamily buildings, including those containing rental units, owner-occupied units, or condominiums, must comply with the E3 inspection and certification requirements. Inspections must be performed by a licensed or certified professional, and state law further requires that the individual performing the inspection not be employed by the local jurisdiction at the time of the inspection.

ISSUE 2: The appellant contends that City Council “delegated the Planning Department and Building Official to create a set of provisions and protocols, which resulted in a set of rules that far exceeded the scope of balconies and decks, in which thousands of properties were now included, and as a direct result, the building official created massive amounts of revenue for the City of Berkeley”.

RESPONSE 2: Following the balcony collapse at 2020 Kittredge Street, the City of Berkeley adopted an urgency ordinance requiring all buildings containing three or more multifamily dwelling units with exterior elevated elements, to be inspected by a licensed professional on a cyclical basis.

E3 Inspection requirements apply to exterior elevated elements located 6 feet or more above grade and include weather-exposed elevated wood and metal decks, walkways, balconies, landings, stairway systems, guardrails, and handrails. Berkeley’s inspection requirements are based on State Law and codified under BMC 19.40.040. These regulations are enforced under the City’s Exterior Elevated Elements Program, or “E3 Program” for short.

Revenues collected by the E3 program are restricted to program administration. Currently, a fee of $375 is assessed per multifamily building every six years to administer the program, which breaks down to $62.50 per year. For condominiums, E3 cycle fees are assessed once on a 9-year cycle. Citation fees and property liens are the only code enforcement tools available to ensure compliance with E3 inspection requirements.

To date, the appellant has neither been assessed an E3 cycle fee or been issued a citation under the current E3 inspection cycle, due in part to the submittal of misleading Exemption Declaration Forms that did not accurately represent the actual site conditions.

ISSUE 3: The appellant asserts that “the Building Dept and the Planning Dept were the creators of the balcony collapse” and that “the balcony collapse was due to too much weight/ too many people”.

RESPONSE 3: The design of the balcony that failed at the 2020 Kittredge Street building was found to have been compliant with the building code under which it was constructed. Investigations by subject matter experts found dry-rot and water intrusion to be the cause of the balcony collapse.

Regardless of the details of the tragedy that precipitated the adoption of local and state legislation that underly the E3 program, the City of Berkeley’s Building and Safety Division is responsible for enforcing those local and state codes and has properly applied the code in the case of 1615 Fairview Street.

ISSUE 4: The appellant questions application of the Hardship Exemption for low-income property owners who cannot easily afford the appeal fee and asserts the Building Official imposed a $1,000 Appeal Fee.

RESPONSE 4: Local and State Law does not provide an exception for low-income property owners. The E3 program requirements apply to buildings containing three or more multifamily dwelling units of Group R-1 and R-2 occupancies with exterior elevated elements, regardless of the property owner’s income level or whether units are rented, vacant or owner-occupied. The appellant, by his own admission, has chosen not to rent the three other units in the building at 1615 Fairview Street.

It is not clear which exemption fee the appellant is referring to in his appeal letter; staff assume it is the Miscellaneous Fee adopted in Planning Fee Schedule Resolution No. 71,834-N.S. found under Chapter A – Building & Safety section XVII. The hourly fee can be applied to Requests for Unreasonable Hardship Exemptions. A request for an Unreasonable Hardship Exemption is specific in the Building Code to be applied for mandated accessibility upgrades when alterations to a public accommodation such as a commercial space or office are proposed under a building permit, and where the cost to comply would cost more than 20% of the overall project cost. This code provision, found in California Building Code 11B-202.4 Exception 8, only applies to non-residential public accommodations and public housing. The miscellaneous fee to review unreasonable hardship exceptions does not apply to this case.

For property owners appealing a citation, there is an advance deposit hardship waiver process provided per BMC 1.28.070, but in this case, no administrative citations have been issued, therefore this does not apply.

The $1,000 Appeal of Building Official Determination fee is explicitly listed on the Planning Department fee schedule (Attachment 5), adopted on June 17, 2025 by City

Council with Resolution No. 71,834-N.S. The following explanation for the fee was included in the staff report for Council:

> Appeals of Building Official Determinations. Certain decisions under the authority of the City Building Official are subject to appeal, including violations and penalties under BMC Chapter 19.40, the Housing Code. While not common, the City does on occasion receive appeals of these determinations, which require staff to research and prepare hearing materials and the conduct of the hearing itself. The proposed rate for this new fee is $1,000, representing four hours of staff time at the standard department hourly rate.

ISSUE 5: The appellant questions the impartiality of staff and prior hearing bodies.

RESPONSE 5: State and local laws require E3 inspections for all buildings containing three or more multifamily dwelling units with existing exterior elevated elements. Staff have correctly identified and applied the appropriate E3 inspection requirements for 1615 Fairview St.

CONCLUSION: The appellant's principal concerns relate to fees, hardship relief, perceived bias, and regulatory burden rather than error in interpretation of the regulations and enforcement. The E3 Program is mandated by BMC Section 19.40.040 and California Health and Safety Code 17973. Staff find no procedural irregularities or statutory basis for fee reduction or exemption. All property owners in Berkeley with buildings containing three or more multifamily dwelling units with exterior elevated elements are required to retain the services of a licensed or certified professional to inspect the exterior elevated elements and complete and sign an E3 Inspection Certification form. The inspection requirement applies to multifamily properties as well as condominium projects. The appellant's property at 1615 Fairview St. is an existing building that contains three or more multifamily dwelling units and is considered an R-2 Occupancy Building as defined in the California Building Code. The building has existing E3 elements, under the owner's own admission and verified by a licensed professional in 2016, and therefore both local and State regulations require compliance.

Staff recommends denying the appeal and affirming the Building Official's determination to uphold enforcement of the Exterior Elevated Elements (E3) Inspection Program at 1615 Fairview Street and uphold associated fees consistent with Council-adopted policy and State law.

ALTERNATIVE ACTIONS CONSIDERED
None.

CONTACT PERSONS
David Lopez, Chief Building Official, Planning and Development, (510) 981-7441
Galadriel Burr, Community Services Specialist III, Planning and Development, (510) 981-7475

Attachments:
1: Resolution
2: Appeal from Mr. Marowitz
3: Staff Report Packet to Housing Advisory Commission 1-15-2026
4: HAC Notice of Decision and Approved Minutes 1-15-2026
5: Building Official Determination, included in email dated 10-9-25
6. State and Local Exterior Elevated Elements Legislation:
- BMC 19.40.040 Section 404 Structural Maintenance
- California Health and Safety Code Section 17973
- California Building Code 2025, R-1 and R-2 Occupancy and Use Definitions

7: Building and Safety Division Fees, Pages 3-8 from 2025 Planning Department Fee Schedule
8: Administrative Record and Email Correspondence between Mr. Marowitz and Building and Safety staff
9: Public Hearing Notice

RESOLUTION NO. ##,###-N.S.

AFFIRMING THE HOUSING ADVISORY COMMISSION DECISION TO 1) DENY THE APPEAL AND AFFIRM THE BUILDING OFFICIAL'S DETERMINATION THAT 1615 FAIRVIEW STREET IS NOT IN COMPLIANCE WITH THE EXTERIOR ELEVATED ELEMENTS (E3) INSPECTION PROGRAM AND 2) UPHOLD THE ASSOCIATED FEES CONSISTENT WITH COUNCIL-ADOPTED POLICY AND STATE LAW.

WHEREAS, on September 16, 2025, staff issued a Notice of Violation and Warning of Administrative Citation to notify Mr. Marowitz he was in violation of Section 19.40.040 of the Berkeley Municipal Code, which requires owners of buildings with three or more multifamily dwelling units to retain the services of a licensed or certified professional to inspect the building's exterior elevated elements and verify that the elements are in general safe condition; and

WHEREAS, in response to the Notice of Violation and Warning of Administrative Citation, Mr. Marowitz submitted a letter to staff on September 25, 2025, stating Apartment #4 does have exterior elevated elements, but is exempt from E3 Inspection Program requirements because it is owner occupied; and

WHEREAS, on October 9, 2025, the Building Official issued a written determination to Andrew Marowitz indicating that the property at 1615 Fairview Street contains four dwelling units, is classified as an R-2 occupancy and is not exempt from E3 inspection requirements, regardless of owner occupancy; and

WHEREAS, on October 27, 2025, Mr. Marowitz appealed the Building Official's determination regarding the applicability of the Exterior Elevated Elements (E3) inspection requirement; and

WHEREAS, at the time the appeal was submitted, the Housing Advisory Commission (HAC) served as the Board of Appeals to hear and decide appeals of any notice and order or any action of the Building Official under the Housing Code, pursuant to BMC Chapter 19.44; and

WHEREAS, on January 15, 2026, the HAC, after conducting a public hearing, denied the Appeal of Determination by the Building Official for 1615 Fairview Street regarding the applicability of exterior elevated elements inspection requirements and affirmed the Building Official's determination that (1) 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program and (2) upheld the associated fees consistent with Council-adopted policy and State law; and

WHEREAS, on February 17, 2026, Mr. Marowitz submitted an appeal of the HAC's decision; and

WHEREAS, on June 9, 2026, the City Council held a public hearing to consider the HAC's decision, and in the opinion of this Council, the facts stated in, or ascertainable from the public record, including the staff report and comments made at the public hearing, warrant upholding the decision of the HAC.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Council hereby affirms the Housing Advisory Commission decision to (1) deny the Appeal and affirm the Building Official's determination that 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program; and (2) uphold the associated fees consistent with Council-adopted policy and State law.

CITY OF BERKELEY - CITY CLERK

Before City Council of the City of Berkeley

Re: The Administrative Appeal of the EEE Inspection Mandate Protocol vs. Rental Housing Safety Program and its Protocols

Appellant L Andrew Marowitz

Subject Property : 1615 Fairview St. Berkeley CA , 94703, a 4plex with 3 ground level vacant units and the owner living in the 2nd floor flat as the sole occupant. Appellant is the owner and Sole Occupant

Basis for Appeal: TIMING The Notice of Decision by the Housing Advisory Commission Denying Appellant's Appeal ; Dated of Decision January 15th,2026. Date of mailing per the HAC Secretary: February 11th,2026.

Deadline to Submit Appeal to City Council via the City Clerk : Thursday February 20th,2026, per the HAC secretary, Mike Umberti.

Material Facts to Support Appellant's Position:

1st basis for appeal-- Rental Housing Safety Program and its Protocols have been valid, active, and operating for decades. Amongst these protocols , there is already an included provision and inspection program for Exterior Elevated Elements with annual inspections. This Program is still in operation and continues to be a legislated program, under the Housing Code. Amongst its legislated provisions are protocols for 1) Self Certification 2) Exemptions for vacant units 3) Exemption for Owner Occupied Units.

These legislative provisions and protocols, in many ways , both contradicts and conflicts the more recent Legislative Provisions and protocols of the Exterior Elevated Elements Inspection Mandate. Additionally, there is noteworthy overlap of the two legislated Provisions and Protocols.
RHSP Set of Housing Laws were legislated to protect occupants/ tenants from potential safety hazards that may or may not exist. When City Council Enacted the RHSP provisions and protocols, they were acting in earnest to protect tenants. This tenant protection agenda has been in place for decades. BUT, in creating the sub sections of the RHSP provisions and protocols, they demonstrated the foresight and the wisdom to create an exemption for vacant units, ie , if the unit is vacant, there is no need to protect that tenant and the tenant's premises. The City Council also demonstrated the wisdom and foresight to realize that an owner who occupies a unit in the property, the occupant does not need to be protected; that if he injures himself, he is responsible for himself and cannot file a lawsuit against himself. The City Council also demonstrated the wisdom and foresight to legislatively provide for Owner Self Certification, since that protocol will prevent the City of Berkeley/ the Municipality from any potential future lawsuit, by placing any potential liability back on the owner, not the City of Berkeley, which is a highly beneficial circumstance for the Municipality.

In recent years, the recent City Council, at the advocacy of Jesse Arriguin, legislated the provisions and protocols of BMC Chapter 19.44, et seq, under Building Code laws as a reaction to the 2015 Balcony

Collapse. They delegated the Planning Department and Building Official to create a set of provisions and protocols , which resulted in a set of rules that far exceeded the scope of balconies and decks, in which thousands of properties were now included, and as a direct result, the building official created a massive amount of revenues for the City of Berkeley. The Building Official, when crafting this proposed legislation, chose to not include any exemptions. Further, the Building Official , instead of the City requiring City Inspectors from performing inspections, decidedly required that 3rd party professionals perform the inspections. This not only required large amounts of financial burden on the property owner, but by using outside professionals to inspect, the Building Official and the City of Berkeley could arguably avoid violating property owners civil rights under the 4th,5th , and 14th Amendment of the US Constitution.

The ironic element about this set of circumstances is that the Appellant strongly believes and asserts that the Building Dept and the Planning Dept were the creators of the balcony collapse. The Planning Dept. approved the plans, and the Building Department signed off of the final inspection of that subject property, 2020 Kittridge St. Further the Building Official never required Pressure Treated Lumber as the supporting beams of that balcony. In fact, it appears to be that the Building Official still, does not require pressure treated lumber to support balconies. And still further, the RHSP inspector inspected that balcony only one year earlier, and the balcony was found to be in good condition. Appellant believes he can prove beyond a preponderance, that the balcony collapse was due to too much weight/ too many people, not from wood rot. Appellant has photos to prove this point.. But, it appears that Current Legislators do not want to review the appellant's fact finding mission. Maybe that is why government's reputation is ,effectively , never viewed in a place of toxicity and fact misrepresentation. or the like.

The Building Official , Mr. David Lopez, who, in part, crafted Chapter 19.44 et seq. relies on the newly legislated state law mandating the same. However, State Law virtually copied the Berkeley laws, and/ but defers to the local Municipality, Berkeley in particular, since it s laws were created before the state laws.

There is room for the EEE laws and the RHSP laws and exemptions to co-exist, No harm, no foul. In fact, they do overlap/ co-exist, but the Building Director will not allow them to overlap. He loses total control of thousands of units and millions of dollars in (ill-gotten)revenue.. The Building Official is empowered with his unfettered ability to interpret any scenario , any way he wants, and it never ever best serves the citizens and/or the property owners. His priorities serve only his building department and the City of Berkeley, while burdening property owners to no end. Through his power over multiple sub agencies, he controls all real estate property, since property has no civil rights.. The burden he places on property owners in the EEE inspection mandate is huge, both in effort and even moreso, financially. Appellant feels as if the government constantly has their foot on his neck, constantly picking his pocket/wallet.

The Appellant , choosing to not rent out his units, hates being a landlord in Berkeley. He has no control of his business, and no possession of his real estate property. Any landlord eventually learns that being a landlord is a most terrible profession. The money is not worth the never

ending headaches. There is a tenant protection Ordinance, but no landlord protection Ordinance, etc....

2nd basis for Appeal-- The Hardship Exemption that City Council legislated, and provided for in the Fee Schedule of May 2025, presumably provided an Appeal Fee Exemption for low income property owners who could not easily afford the Appeal Fee.

However, Mr. David Lopez, Building Official, with his unlimited power to discretionarily interpret anything he chooses any way he chooses, decided that the City Council never intended that the Hardship Exemption was not for low income property owners, but rather for businesses that were required to enlarge their entrances for wheelchair bound customers. Clearly, Mr. Lopez has twisted and misrepresented the intentions of City Council.

Mr. Lopez imposed a $1000 Appeal Fee on Mr. Marowitz' Appeal, stating at the Appeal Hearing that he engaged with other City Staff for over 20 hours to address Mr. Marowitz' Appeal. Interestingly, he never produced any documentation, and the HAC simply took Mr. Lopez' word for it (BIAS). Conversely, when the Appellant attempted to verbally declare his low income status for eligibility for the Hardship Exemption, Ms Weisberg instructed the other commissioners that the Appellant never submitted any documentation of his income, to influence the others to ignore the Appellant's statements. (BIAS)

There were numerous instances in which the Housing Commission demonstrated overwhelming BIAS in the favor of City Staff, while demonstrating Prejudice toward the Appellant's Appeal. The Appellant believes and asserts that the entire proceeding was rooted in favoritism toward City Staff and their presentations. In fact, a Deputy City Attorney was present at the Appeal, presumably requested by Mr. Lopez. This Deputy City Attorney(Christopher Jensen) repeatedly directed City Staff and Ms. Weisberg to not respond to the Appellant's cross examination questions. This appeared to be all city Staff and HAC, and against Mr. Marowitz being ganged up upon.= 11 to 1. Appellant was allowed only 4 cross examination questions, including the ones that

Mr. Marowitz has repeatedly advocated for an independent body to adjudicate the Appeals, and continues to do so, but ,as usual, Government nor City Council ever gives the citizens, voters or taxpayers what they think is proper or right. And City Council seems to always give government whatever government wants. When will City Council give more preference and priority to citizens and taxpayers, rather than government, in making City Council decisions? NEVER???? !!!!

3rd basis for Appeal— The Appellant , based on the 14th Amendment of the U.S. Constitution, respectfully is entitled to a FAIR AND IMPARTIAL HEARING AND A FAIR AND IMPARTIAL HEARING OFFICER. The HAC cannot be considered as FAIR AND IMPARTIAL.THE DECISION LANGUAGE WAS PREPARED BY THE COLLECTIVE EFFORT OF THE CHAIRPERSON, THE CITY ATTORNEY AND THE BUILDING DSEPARTMENT, ALL WORKING TOGETHER= LACK OF INDEPENDENCE, LACK OF FAIRNESS, LACK OF IMPARTIALITY.

PLEASE REQUIRE HAC SECRETARY MIKE UNBERTI, WHO WAS THE GO-BETWEEN OF ALL OF THIS DECISI9ON MAKING. HIS TESTIMONY IS EXPECTED TO BE VERY INFORMATIVE, IF HE TELLS THE TRUTH. CITY COUNCIL MAY ALSO BENEFIT FROM REQUIRING THE ATTENDANCE OF ANDRE SINEWEN(SP) WHO IS THE RHSP SUPERVISING INSPECTOR.

Appellant's Arguments in Support of the Appeal Prevailing AS FOLLOWS:

1) The Appellant argues that ,due to the fact that Ms. Leah Weisberg, as the chair person of the Housing Advisory Commission, when Appellant demanded that she recuse herself from the Appeal Hearing, refused, lays a foundation that she abused discretion, and abused due process, tainted the Appeal Hearing, cooperated with the appearing Deputy City Attorney as they directed and dictated what cross examination questions would be responded to , limited the Appellant to (4) questions, even when the Deputy City Attorney directed non response by the city staff, to unduly influencing other seated HAC commissioners to disregard Appellant's verbal attempts to provide his income to justify a valid Hardship Exemption, To denying Appellant a few added minutes to state arguments in support of Appellant's primary argument that the RHSP and the Housing Code provides exemptions and why they should be allowed,

2) The reasoning for the changes to the rental housing safety program are implausible interpretations by the City Manager; are a inaccurate and misrepresented set of explanations to influence the City Council to enact the changes brought about in 2022. To this day, the Rental Housing Safety Program provides the very same forms that allow for A) self certification , B) exemptions for vacant rental units, and most importantly to the Appellant's self interests, exemptions for the owner occupied units. The Cit6y of Berkeley , has zero regard for the owners or tenants , but only for its own interests. as demonstrated in the following findings and purpose. The self certification checklist ,as stated in **Section 803(A)(1) indicates that the Owner shall inspect each unit using the RHSP Certification Checklist form required by the City. In that form, the exemptions for vacant units and owner occupied units are provided documented and provided. PLEASE SEE FORM CHECKLIST AS EVIDENCE. PLEASE TAKE NOTICE OF THE DATE OF PRINTING OF THE DOCUMENT STATING " UPDATED 09/10/2025".**

3) The Appellant provides the basis for City Council providing legislation for what is known as "the Hardship Exemption" as documented below. As such, the decision to affirm the Building Official's absurd and discretionary interpretation is not only false and fraudulent, it clearly demonstrates BIAS and disregard of what City Council mintended. This is yet another documented civil rights violation of DUE PROCESS, created by the Building Official and the Housing

Advisory Commission. The HAC has zero regard of the DUE PROCESS requirement of FAIRNESS AND IMPARTIALITY. THIS IS EXACTLY WHY THE APPELLANT EMPHATICALLY ADVOCATES FOR A INDEPENDENT THIRD PARTY BEING AUTHORIZED TO HEAR APPEALS. THE HAC IS NOT ONLY CHAIRED BY A RADICAL PRO TENANT ADVOCATE AND AN ANTI LANDLORD ADVOCATE, LEAH WEISBERG, WHO SHOULD NEVER HAVE BEEN ALLOWED TO BE ON THIS COMMISSION OR BE CHAIRPERSON (given the position by Jesse Arriguin). This is a clear and undeniable proof that the HAC is BIASED ,even dishonest in their UNSIGNED decision that echoes, word for word, the Building Official, David Lopez's completely false, arbitrary and capricious discretionary interpretation of the City Council's legislated provisions and intentions , thereby undermining City Council and its authority. This is WHY City Council should change the unlimited discretionary authority of the Building Official, and hold the building official strictly accountable when such violations of trust and integrity are egregiously violated by the Building Official. Perhaps , such violations of civil rights and public trust should be cause to terminate the Building Official for good cause. Clearly, he has zero respect for City Council, as City Councils come and go, while he remains indefinitely. He cannot be trusted , and is TOXIC to serve the citizens , the voters, the tax and fee payers, or the general public. His unspoken agenda is to maximize revenues for the Building Department and the City of Berkeley, which largely is applied to City staff paychecks, benefits, pensions, and COLAs. (Yes, I am profoundly and extremely emotionally distressed and harmed by these events)

4) Please, the City Council should consider and truly examine the readily apparent BIAS of the HAC, with the City Attorney's office **(Mr. Christopher Jensen)** and with the building department **(Mr. Lopez and Galadriel Burr), <u>all collaborating and cooperating together to issue and shape the language of the Decision to Deny the Appeal..</u>**

To further demonstrate the BIAS associated with this Appeal, The HAC, on the one hand, argues that that the HAC is not required to provide a signature associated with the decision, though the standard procedure is to sign the document , based on BMC 19.44.080, in which there is no mention of a signature required, or not. Their argument is that there is no specific requirement that a signature is required. Interestingly, the HAC ,as to Appeals mandates that the Appeal submission MUST BE SIGNED , AND MUST INCLUDE A VERIFICATION OF TRUTH BY THE APPELLANT. = UTTER HYPOCRISY. See BMC 19.44.040 (A)(6)+(A)(7)

However, , conversely , to demonstrate their extreme BIAS and hypocrisy the HAC and the Building Official, advocates and argues that the Appellant should not be allowed/ is not allowed to argue and advocate regarding the legislatively provided exemptions of the RHSP protocols, because Section 19.44 et seq., because there is no mention of these exemptions in the recently enacted 19.44 et seq.

In comparing these two comparable arguments, on the one hand, the government argues they can refuse/ are not required to sign the decision, because there is no legislated requirement to include a signature, but when they want to argue rejection of the RHSP exemptions, they apply the exact opposite argument, in which there is no legislative provision in 19.44 to disallow/ reject the exemptions provided in the already pre-existing RHSP. They ,as a group/ of HAC, City Attorney and the Building Department, acting collectively and colaboratively, endeavor to deny the exemptions of the RHSP, using the exact opposite/ contradictory arguments. They are denying / depriving 4th, 5th and 14th Amendment civil rights to the Appellant, as well as all impacted stakeholders under Section 1983 legislatively provided Constitutional rights guaranteed. This hypocrisy and BIAS undeniably demonstrates that the government will argue any which way it wants (behind closed doors/ in secrecy, because they can, because they are government, and government dictates without accountability, and our legislators seemingly/ invariably gives/ provides government anything and everything that government wants/ advocates for. Government is constantly eroding our rights, freedoms, and quality of life , as a result.

5) If City Council places any priority on representing the voters/citizens/ taxpayers/property owners, then City Council should consider that the RHSP functions to serve and protect the tenant demographic, inspects the balconies and decks to protect the tenants, while providing a reasonable effort to not overwhelm property owners by providing reasonable exceptions/ exemptions when appropriate. This RHSP program has been effective and has existed for decades. But, when one single balcony collapse occurs, City Council (over) reacted and delegated the planning and building departments to create a set of criteria that not only addresses balconies and decks, but extends to an estimated 50 % of all other categories of properties, AND, as usual, imposes a huge revenue generating (windfall) tax/ fee/ penalty (for non compliance) on property owners.

The violations of the 4th/5th/ and 14th Amendment civil rights violations are avoided, SOMEWHAT, by delegating these EEE inspections to independent 3rd party inspectors. However, the Appellant intends to argue that these civil rights violations are arguably still being violated, just delegating to an assigned inspector. They have created a convoluted policy structure in which the RHSP inspector still inspects, but only on request of the tenant. The RHSP could be designated to inspect for EEE, as before, BUT, the Building Official argues that there is not enough inspectors to inspect. This argument is arbitrary and capricious. He could request 1-2 additional RHSP employees to counter that. BUT, the amount of revenue that will be generated by the EEE Inspection Mandate is simply massive, when considering these fees will be generated for indefinitely for decades, and the fees will only increase in future years. Appellant argues that government is a pick pocket, when stripping away the pretense.

The Appellant respectfully argues that the City Council should recognize the double standard and hypocrisy of the HAC , the Building Department and the City Attorney, all working together behind the scenes. If for whatever reason City Council is doubtful of this collaborative effort , the Appellant requests that City Council requires the HAC secretary, Mr. Mike Uberti , to be required to attend and testify at this City Council Appeal. He was instructed (by Leah Weisberg, chairperson of the HAC) to contact the Building Depat and City Attorney to craft these double standard processes. I asked Mr. Uberti, the who,why, when, how of this hidden collaboration, and he refused to disclose this information. He was the go-between.

Appellant argues that there is no language in the EEE/ 19.44 et seq. to reject the RHSP exemptions. There is ample opportunity to incorporate these exemptions into the EEE Mandate, without any conflict of rules. State laws that the Building Official cites, in fact, defers to the local laws of the City of Berkeley. RHSP is a local law, There is no reasonable basis for City Council to reject the RHSP exemptions. Rather, there is existing law that supports the continuity of those exemptions. Appellant submits that there is room for both the EEE Mandate and the RHSP to Co-mingle and Co-exist without conflict.

The Appellant submits that City Council begin to learn how to prioritize the rights of property owners over the Oppression of government, to begin to restore our rights and freedoms.

If the RHSP legislative provisions are rejected, Appellant will certainly move forward in a Court of Law, and ratchet up the claims and causes of action, by asserting civil rights deprivations under the 4th, 5th, and 14th Amendments, under a 1983 Civil Rights Deprivation Claim.

Dated: February 17th,2026

Andrew Marowitz , owner of 1615 Fairview St/ Occupant Apt.#4, Berkeley, CA 94703

VERIFICATION

I, Andrew Marowitz, swear under penalty of perjury under the laws of the State of California, that the foregoing is true and correct. As to those stated facts that I have no direct knowledge,as to those, I believe them to be equally true and correct.

Andrew Marowitz _____

EXHIBITS

Rental Housing Safety Program
Building & Safety Division
Planning & Development Department

Rental Housing Safety Program (RHSP)
Unit/Room Fee Exemption/Correction Form

This form should only be filled out if you are requesting an exemption or to correct the total number of units located at your property.

A residential rental unit is defined as any building or portion thereof that is rented or is available for rent during the fiscal year and contains living facilities including provisions for sleeping, eating, cooking, and sanitation. A residential rental room is defined as a room that is rented or available for rent during the fiscal year and is used, or is designed or intended to be used, for sleeping for a period of 14 consecutive days or more and is not a complete dwelling unit or a tourist hotel room.

BE ADVISED:

- **You will be billed annually based on the total number of Units/Rooms on your property, regardless of whether the unit(s) are rental or owner-occupied.**
- **Your bill will be adjusted once this form has been received and processed. The adjustment will apply for one billing cycle.**
- **Exemption request claiming units as vacant or owner occupied are required to be verified through a verification inspection. Failure to meet the inspector will nullify the exemption request.**
- **You should remit your payment based upon the total number of rental units.**
- **If the exemption is not granted you will be notified.**

Property Information

Property Address: _____
Owner Name: _____
Mailing Address: _____
Phone Number: (_____)_____
Account (License) Number: _____ - _____ (please refer to your bill)

To Claim a Fee Exemption: (only complete applicable items)

- ☐ Number of **owner or family member occupied** is: Units _____ **OR** Boarding Rooms _____
  (Owner or family member occupy with no exchange of money/rent or services.)
- ☐ Total number of Units/Rooms that have been **continuously vacant** for over one year is: _____
- ☐ This **is not a rental property** as of _____ (date)
  (If any rental occurred during the previous Fiscal Year (July 1 – June 30), the fee is still due.)

To Correct the Account: (only complete applicable items)

- ☐ **Total number** of Units/Boarding Rooms is: Units _____ **OR** Boarding Rooms _____
  (Total number of units or boarding rooms on the property, not the number that are rented.)
- ☐ I am **no longer the owner** of this property effective _____ (date)
  (The owner of record as of July 1st is responsible for the entire annual fee.)

I declare under penalty of perjury that the foregoing is true & correct to the best of my knowledge.

Signature: _____ Date: _____

Print Name: _____

RENTAL HOUSING SAFETY PROGRAM (RHSP)
SELF-CERTIFICATION CHECKLIST

(Formerly Schedule A)
Website: www.berkeleyca.gov (*Search: RHSP*)

Property Address: (Please print legibly and use one form per address/unit.)	
Street Address:	Unit #:

	Pass	N/A
DOOR LOCKS		
All exterior doors open and close properly, latch and lock and unlock easily.		
All individual apartment entry doors have working deadbolts and entry knobs with dead locking latches.		
SMOKE DETECTORS		
Smoke alarms are installed in each sleeping room, outside of each separate sleeping area in the immediate vicinity of the bedroom(s), and on each occupiable story including basements and habitable attics.		
All smoke detectors work properly, are less than 10 years old, and the alarm sounds when tested.		
Hardwired smoke detectors have a functioning battery back-up.		
CARBON MONOXIDE ALARMS & DETECTORS *If the building contains a fossil fuel burning heater, appliance, fireplace or attached garage, carbon monoxide (CO) devices are required to be installed in accordance with local building standards and the manufacturer's installation instructions. See the floor plan in the notes for guidance on location.*		
Operational CO alarms are installed outside of all sleeping areas in the immediate vicinity of each bedroom, in a bedroom where a gas burning appliance is located and on each occupiable level inside the unit including basements and habitable attics. Alarms are current and have not expired per manufacturers date stamp on the unit.		
HEATING AND WATER HEATERS		
All heating equipment is operational, in safe working condition and properly maintained.		
The gas heater is operating normally and is provided with minimum combustion air.		
For buildings with a thermostat not under the control of the tenants, the temperature setting on the thermostat is set at 68°F minimum.		
All gas lines are free of leaks and any gaseous odors. (*Immediately report gas leaks or gaseous odors to PG&E and owner/manager).*		
All gas lines in the unit have accessible shut-off valves.		
Water heaters are installed correctly and meet the following requirements: (If the water heaters were installed prior to any of these code requirements, you may check N/A for those line items.)		
a) Earthquake straps are secured on the bottom ⅓ and the upper ⅓ portions;		
b) Water heater has a temperature and pressure relief valve. Rigid piping for the TPR valve is installed maintaining a downward slope terminating between 6 and 24 inches above grade;		
c) A drain pan is installed where damage from a leaking water heater may occur;		
d) The draft hood to the vent is secured with a minimum of 3 screws and the vent connector slopes upward maintaining a minimum slope of ¼ inch per foot;		
e) A bond wire is connected between the metal hot and cold water supply lines and gas piping.		
VENTILATION / WINDOWS		
Windows open, close and lock easily and can remain open.		
The windows required for egress in sleeping rooms open completely.		
If there are security bars on the required emergency egress window, ensure there is an operable quick release mechanism on the inside.		
All window glass is in good condition, free of damage and properly sealed at the edges.		
If bathrooms have fixed windows or no windows, verify the mechanical ventilation system is in working order.		
APPLIANCES		
All **built-in** appliances are in good working condition.		
Gas stoves are free of odors indicating a gas leak and all indicator lights are working on electric stoves.		

TURN OVER FOR PAGE TWO

What is the basis for the Berkeley City Council providing for a Hardship Exemption for Appeal Fees?

The Berkeley City Council provides for a hardship exemption (or "fee waiver") for appeal fees primarily to ensure that financial inability does not prevent individuals from exercising their right to a hearing. This is codified in various sections of the Berkeley Municipal Code (BMC) and supported by administrative regulations.

The basis for these exemptions includes:

- **Due Process for Citations:** For administrative citation appeals, BMC Section **1.28.060** requires an advance deposit of the fine to request a hearing. However, Section **1.28.070** (referred to in the code) allows for an "advance deposit hardship waiver" if the person is financially unable to make that deposit.
- **Legal Eligibility Standards:** To qualify, an applicant must generally declare under penalty of perjury that they meet specific financial criteria:
  - **Government Benefits:** Receipt of assistance such as **SSI/SSP**, **CalFresh** (Food Stamps), **CalWorks**, or General Assistance.
  - **Household Income:** Household gross monthly income that is equal to or less than the qualifying income levels used for California court fee waivers (e.g., Rule 985, California Rules of Court).
- **Planning and Land Use:** While standard land use appeal fees can be substantial (ranging from $800 to $3,000), the city provides a Fee Waiver Application for those who cannot afford these costs, ensuring community participation in the zoning process is not restricted only to those with financial means.
- **Administrative Discretion:** The **Director of Financial Services** or City Manager's designee typically has the authority to establish the exact policies and criteria for determining an individual's inability to pay.

Are you looking to file a **hardship waiver** for a specific type of appeal, such as a **zoning decision** or an **administrative citation**?

801--Findings

19.40.050

A.Berkeley has an aging rental housing stock where the majority of rental units are over 50 years old and, thus, are more likely to violate housing safety codes and endanger the health and safety of occupants and others. According to the 2020 census, 76% of all housing units, owner-occupied or rental units, are more than 50 years old.

B.There is a crisis in Berkeley's rental housing market reflected in a reduced vacancy rate which increases the likelihood that tenants may not complain about unsafe conditions for fear of losing their homes.

C.Berkeley has a large number of tenants who are immigrants or who have special needs which makes it more difficult for them to be aware of and enforce their rights to safe accommodations.

D.There have been several tragic deaths that may have been avoided had there been a regular residential rental inspection program, an exterior elevated elements inspection program, and a safety education program.

E.An inspection made by a property owner in order to submit a certification pursuant to Subsection 803A is a necessary service pursuant to California Civil Code Section 1954(b) where the tenant/occupant has refused entry to a City inspector acting pursuant to this chapter.

802--Purpose

The purpose of the Rental Housing Safety Program (RHSP) is to increase the number of rental units in the City that meet housing safety standards established by the City in order to ensure the occupants' health and safety.

803--Residential Rental Housing Safety Certification--City Inspection in lieu of Self-Certifications--Exemptions

A.All owners of residential real property containing rental units and not otherwise exempt pursuant to Subsection 803.C shall annually certify that their rental unit(s) meet housing safety standards established by the City or seek an inspection by the City pursuant to Subsection 803.B. Self-certification shall be made in the manner set forth below:

(1)Owners shall inspect each rental unit owned using the Rental Housing Safety Program Certification Checklist form required by the City.

(2)Owners shall provide a copy of the completed Rental Housing Safety Program Certification Checklist to each tenant whose rental unit has been inspected.

TOTALLY CITY OF BERKELEY// SELF SERVING

APPELLANT'S /ANALYSIS/ EDITORIAL ON THIS GOVERNMENTAL SYSTEM

This Appellant thinks that our legislators, who are voted into office by the voters, the citizens, and the taxpayers, would support those that put them in their respective offices, but once in office seated at City Council, the legislators repeatedly legislate against the voters/citizens and taxpayers, and for government. This has the net effect of government removing virtually all freedoms, rights, and privledges, while taxing the voters, citizens/ taxpayers, property owners endlessly, to pay for the cost of government paychecks, benefits, and pensions, leaving the taxpayers/ property owners living paycheck to paycheck, with near empty wallets. When our wallets have discretionary money to spend as we see fit, that is ,effectively, our freedom, and empty wallets result in a lack of freedom..

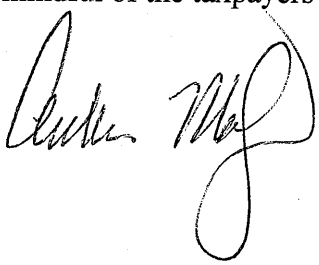
Appellant expects that City Council may likely have never heard of these perspectives before, but Appellant respectfully states that these perceptions and perspectives are true and accurate. The question that lurks is why it is that legislators overwhelmingly support the interests of government, while ignoring the citizens who put them in office. Why is it, that legislators do not place the preferences and priorities of the citizens as top priority, and place the interests and priorities of government as subordinate, as in working for the interests of individual citizens. Government embeds itself into the public interest, when, in fact, government priorities are , first and foremost, to protect, benefit government itself.

The question begs to be asked. What is the extent of FREEDOM, that voters/ citizens/ taxpayers, property owners have, in which government is not empowered and authorized to control and tax? SUBMITTED ANSWER, government controls and taxes every single aspect and detail in our lives. And where does that leave our freedom? Is Freedom an empty , hollow word, leaving only the word and symbolism? Because the Appellant owns real estate property, government completely controls and taxes every aspect of real estate property, since property has no civil rights. And here comes yet another parcel tax, every two years without fail, to pay for projects, in which 80% of that parcel tax goes to pay for administration and enforcement of that project, AKA government paychecks, benefits and pensions, leaving 20% for the actual project. And government keeps getting larger and more expensive, MORE TAXATION.

Shouldn't / Why aren't our legislators vigorously endeavoring to maximize voters/citizens/ taxpayers/ property owners rights and freedoms in every way possible? What iare our legislators doing to keep government off of our backs/ necks? Anything? If not, why not? Can't our legislators form and shape legislation that balances the control of government over the citizens, while creating legislation that maximizes rights and freedoms, and preventing government from making citizens lives miserable. Is government the opposite of freedom? Is government active in every sinew of our lives?

Why aren't legislators ,at all times, striving to lessen the burden on taxpayers? Why doesn't City Council have any regard for the burden on taxpayers, including parcel taxes. City Council apparently, regularly raises taxes to give government whatever it wants. Why doesn't City Council every tell government NOOOOO!!!!????? That it is time that government stops asking for tax increases, and deal with less. We need to be mindful of the taxpayers and the burdens on taxpayers

DATED 02/17/2026



Planning and Development Department
Building and Safety Division

STAFF REPORT

Date: January 15, 2026

To: Members of the Housing Advisory Commission

From: David A. Lopez, Chief Building Official, Building and Safety Division Manager
Galadriel Burr, Community Services Specialist III

Subject: Appeal of Determination by Building Official for 1615 Fairview St regarding the Applicability of Exterior Elevated Elements Inspection Requirement

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RECOMMENDATION

Conduct a public hearing and, upon conclusion, deny the appeal and affirm the Building Official's determination that (1) 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program and (2) uphold the associated fees consistent with Council-adopted policy and State law.

CURRENT SITUATION AND ITS EFFECTS

The City of Berkeley Municipal Code and State Law requires owners of buildings of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, with existing exterior elevated elements, to retain the services of a licensed professional to verify that the existing exterior elevated elements are in general safe condition and do not exhibit signs of deterioration.

On October 9, 2025, the Building Official sent a determination to Andrew Marowitz, which is summarized below. The complete determination is included as Attachment 2.

> ***Summary of Determination of the Building Official***
> The Building Official determined that the property at 1615 Fairview Street contains four dwelling units, is classified as an R-2 occupancy and is not exempt from E3 inspection requirements, regardless of owner occupancy. The owner was directed to provide a completed inspection certification form by October 16 (extendable to November 14 upon proof of hiring a qualified professional), or face citations for noncompliance.

On Oct 27, 2025 Mr. Marowitz, the legal property owner of 1615 Fairview St., appealed the Building Official's determination regarding the applicability of the Exterior Elevated Elements

inspection requirement. The Housing Advisory Committee serves as the Board of Appeals to hear and decide appeals of any notice and order or any action of the Building Official under the Housing Code, pursuant to BMC Chapter 19.44.

Staff researched and confirmed that the building at 1615 Fairview St. is, in fact, a four-unit building and therefore is considered an R-2 Occupancy Building and a Multifamily Dwelling Building. State law requires E3 inspections in all buildings containing three or more multifamily dwelling units with existing E3 elements. The laws apply to buildings with existing exterior elevated elements six feet or more above grade, regardless of whether they are owner-occupied, tenant-occupied or vacant. Mr. Marowitz asserts that the E3 requirement does not apply to his property, since the exterior elevated elements were part of an owner-occupied unit. State and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with three or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

BACKGROUND

Following the tragic collapse of a balcony at 2020 Kittredge St. in 2015, the City of Berkeley passed a requirement that all buildings with three or more dwelling units and exterior elevated elements be inspected by a licensed professional on a cyclical basis to prevent future structural failures from causing fatalities and injuries. In 2018, the State of California adopted a similar requirement. Berkeley's requirement is codified in BMC 19.40.040 Section 404. When first enacted, Berkeley's law required owners to have their E3 inspected every three years. It was amended to change the frequency to every five years, then amended again to align with state law, which set an inspection frequency for existing multifamily rental properties every six years.

E3 Inspection Program – Case History

In 2016, Mr. Marowitz submitted an E3 Exemption Declaration Form, signed March 1, 2016, declaring under penalty of perjury under the laws of the State of California that Inspection Certification requirements do not apply to his property at 1615 Fairview St because:

- "Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, guardrails, handrails, or similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building."

Subsequently, Mr. Marowitz submitted an E3 Inspection Certification form signed by a licensed professional on June 30, 2016, verifying that the building at 1615 Fairview is, in fact, a four-unit apartment house with exterior elevated elements subject to the City of Berkeley's E3 Inspection Program. The completed 2016 E3 Inspection Certification form brought 1615 Fairview into compliance with the 2016 E3 Inspection cycle.

Under the 2021 E3 Inspection cycle, Mr. Marowitz again submitted an E3 Exemption Declaration Form, signed August 1, 2021, declaring under penalty of perjury under the laws of the State of California that Inspection Certification requirements do not apply to his property at 1615 Fairview St because:

1. “Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, guardrails, handrails, or similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building”
2. “This building is not an R-1 or R-2 occupancy. It does not have 3 or more dwelling units and is not one of the other building types listed above. (Please note, R-1 and R-2 occupancies as defined in the California Building Code do not correspond to Berkeley’s R-1 and R-2 zoning districts.)”
3. Mr. Marowitz also checked the box indicating the building type to be “Residential Condo Building” and added a notation that the building is a “Multi-Unit Home House”.

Subsequently, Mr. Marowitz did not submit a completed E3 Inspection Certification form signed by a licensed professional for the 2021 E3 Inspection Cycle.

On September 16, 2025 staff issued a Notice of Violation and Warning of Administrative Citation to notify Mr. Marowitz that he was in violation of Section 19.40.040 of the Berkeley Municipal Code, which requires owners of buildings with three or more dwelling or sleeping units to retain the services of a licensed or certified professional to inspect the building’s exterior elevated elements and verify that the elements are in general safe condition. Mr. Marowitz was given until October 16, 2025 to comply with the Notice of Violation. The exemption declaration and inspection certification forms submitted and the Notice of Violation and Warning of Administrative Citation are part of the administrative record, Attachment 5.

In response to the Notice of Violation and Warning of Administrative Citation, Mr. Marowitz submitted a letter to staff on September 25, 2025, stating Apartment #4 does have exterior elevated elements, but is exempt from E3 Inspection Program requirements because it is owner occupied. On October 9, 2025, the Building Official sent a determination to Mr. Marowitz regarding 1615 Fairview and E3 Inspection requirements under Health and Safety Code (HSC) 17973 and Berkeley Municipal Code (BMC) Section 19.40.040.

RATIONALE FOR THE RECOMMENDATION

The issues raised in the appellant’s letter (Attachment 1) and staff’s responses are detailed below. For the sake of brevity, the appeal issues are summarized and not restated in their entirety, with duplicative points combined.

ISSUE 1: The Rental Housing Safety Program (RHSP) exempts units from inspections if they are owner occupied. The appellant asserts that this exemption should also apply to the E3 program.

RESPONSE 1: The E3 inspection program has no relation to the Rental Housing Safety Program, so any exemptions applicable to RHSP are irrelevant to E3 inspections. California Health and Safety Code (HSC), Article 2.2. requires that “Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected.” These inspections are required regardless of whether they are occupied by tenants or owners. There are no exemptions for owner-occupied properties or vacant units under Health and Safety Code Section 17973 or Berkeley Municipal Code (BMC) Section 19.40.040. State law requires owner-occupied units, including condominiums, to

comply with the inspection certification requirement by hiring a licensed professional to do an inspection of exterior elevated elements.

The Rental Housing Safety Program is a separate program which conducts inspections of rental units for compliance with the Berkeley Housing Code to ensure tenant safety. While that program does exempt owner-occupied units from housing inspections, such exemption carries no relevance with the present issue.

ISSUE 2: The appellant contends the 2015 Berkeley balcony collapse was caused partly by occupant overload overcrowding, not moisture intrusion. He argues the City ignored this factor and used the tragedy to justify the costly E3 program, which he says serves mainly as a revenue generator benefiting staff salaries rather than safety.

RESPONSE 2: The design of the balcony that tragically failed at the Kittredge Street building was found to have been compliant with the building code it was constructed under. Investigations by subject matter experts found dry-rot and water intrusion to be the cause of the balcony collapse.

Regardless of the details of the tragedy that precipitated the adoption of local and state legislation that underly the E3 program, the City of Berkeley's Building and Safety Division is responsible for enforcing those local and state codes and have done so correctly in this case.

Revenues collected by the E3 program are restricted to program administration.

ISSUE 3: The appellant asserts that because he is low income and chooses not to rent out his rental units, his rental units should not be subject to compliance with the E3 program.

RESPONSE 3: The E3 program requirements apply to Group R-1 and R-2 occupancies with exterior elevated elements at least 6 feet above grade, regardless of the property owner's income level or whether units are rented, vacant or owner-occupied.

ISSUE 4: The appellant alleges the appeal fee of $1,000 was arbitrarily decided upon by the Building Official.

RESPONSE 4: The $1,000 Appeal of Building Official Determination fee is explicitly listed on the Planning Department fee schedule, adopted on June 17, 2025 by City Council with Resolution 71,834-N.S. The following explanation for the fee was included in the staff report for Council:

> Appeals of Building Official Determinations. Certain decisions under the authority of the City Building Official are subject to appeal, including violations and penalties under BMC Chapter 19.40, the Housing Code. While not common, the City does on occasion receive appeals of these determinations, which requires staff to research and prepare hearing materials and the conduct of the hearing itself. The proposed rate for this new fee is $1,000, representing four hours of staff time at the standard department hourly rate.

ISSUE 5: The appellant objects to the non-refundable nature of the $1,000 fee and questions the impartiality of the Building Official and Commission. He requests that the Planning

Commission order his appeal fee returned and state by ordinance that the appeal fee shall be specifically defined and a reasonable fee so an appeal is not deterred. He requests an exception or hardship exemption to reduce the appeal fee amount, because he is a low-income senior.

RESPONSE 5: The appeal fee was adopted by the City Council and was specifically defined. The fee is not refundable as its purpose is to offset the cost of staff time spent responding to the appeal.

There is no exception for low-income seniors. The appellant, by his own admission, has chosen not to rent the three other units in his property at 1615 Fairview Street.

In the Building Code, an unreasonable hardship exception is specific to mandated accessibility upgrades when alterations to a building are proposed under a building permit, and where the cost to comply with accessibility requirements would cost disproportionately to the overall cost of the project and only applies to non-residential public accommodations and public housing. See the California Building Code 11B-202.4 Exception 8. The miscellaneous fee to review unreasonable hardship exceptions does not apply to this case. For property owners appealing a citation, there is an advance deposit hardship waiver (BMC 1.28.070), but in this case, no administrative citation has been issued, so this does not apply.

ISSUE 6: The appellant expresses a desire to convert the four-plex into a single-family dwelling since he uses the other units only for storage, claims that state and local housing mandates (e.g., housing homeless people, released prisoners, and illegal immigrants) result in restrictions on his freedom, and characterizes these regulations as a government “taking” through over-regulation.

RESPONSE 6: Conversion from multi-unit to single-family occupancy requires discretionary zoning review and is generally prohibited under BMC 23.326 *Demolition and Dwelling Unit Controls*. Regardless, this has no bearing on or relevance to the Building Official’s determination of the need for an E3 inspection.

CONCLUSION

The appellant’s principal concerns relate to fees, hardship relief, and regulatory burden rather than error in interpretation of the regulations and enforcement. The Exterior Elevated Elements (E3) Program is mandated by BMC 19.40.040 and California Health and Safety Code 17973. Staff find no procedural irregularities or statutory basis for fee reduction or exemption. All property owners in Berkeley with buildings containing three or more dwelling units and exterior elevated elements are required to retain the services of a licensed professional to inspect the exterior elevated elements and complete and sign an E3 Inspection Certification form. The inspection requirement applies to multifamily rental properties as well as condominium projects. Mr. Marowitz’s property at 1615 Fairview St. is an existing R-2 Occupancy Building as defined in the Berkeley Building Code with four dwelling units. The building has existing E3 elements and does not meet the criteria for an exemption.

Due to the clarity of the law on this matter, staff recommends denying the appeal and affirming the Building Official’s determination to uphold enforcement of the Exterior Elevated Elements

(E3) Inspection Program at 1615 Fairview Street and uphold associated fees consistent with Council-adopted policy and State law.

Attachments:
1: Appeal from Mr. Marowitz
2: Building Official Determination, included in email dated 10-9-25
3: State and Local Exterior Elevated Elements Legislation:
- BMC 19.40.040 Section 404 Structural Maintenance
- California Health and Safety Code Section 17973

4: Building and Safety Division Miscellaneous Fees, Page 8 from 2025 Planning Department Fee Schedule
5: Administrative Record and Email Correspondence between Mr. Marowitz and Building and Safety staff

Attachment 1 Appeal from Mr. Marowitz

To: Mr. David Lopez, Building Official City of Berkeley
CC: Mr. Ben Bartlett, City Council District 3
CC: Andrew Marowitz, Appellant/ Impacted Stakeholder/ Property Owner 1615 Fairview St. Berkeley, CA 94703

Mr. Lopez:

Given that you intend to impose a $1000 non compliiance penalty fee on October 29th,2025, after substantial thought and consideration, I am NOW preparing to Appeal, regardlessof your truly obscene Appeal fee of $1000, which is arbitrary and capricious on yur part, as wewll as a undeniable deterrent to my original intentions to Appeal.

Accordingly, I will RE document and Re-Submit my Appeal and , **I will pay the $1000 Appeal fee, though it will cause me to be unable to pay my property taxes in full. I will deliver the $1000 Appeal Fee, UNDER EMPHATIC PROTEST AND OBJECTION ON MONDAY OCTOBER 27TH, 2025, AND HAND IT TO YOU OR THE INDIVIDUAL AT THE FRONT COUNTER 3RD FLOOR, IF YOU AREUNABLE TO RECEIVE IT**

I will now prepare the various basies , in the form of bullet points, to set forth the NUMEROUS issues that you have genrated, in addition to my bases for Appeal as tp the EEE enforement . You shall not mandate how the form of my Appeal should be prepared ,so that you can find fault with it.

1) I am Appealingt based on you ,as building dire3ctor have arrbitrarily decided that the Appeal fee shall be $1000, which is an overwhelming deterrent to anyone submitting an Appeal/. As previously statd by me, I discovered in your City Council Resolution Fee Schedule 71, 834 N.S. , ,dated July 17,2025, on Page 5, Chapter XVII, under miscellanious, " Any Fee NOT Explicitly Covered in THis Fee Schedule, , shall have a Fee of $250. You willfully disregarded that documented component, and arbitrarily stated that the Appeal would take hours and require 4 City employees. However, interestingly, I spoke only to Guilelead Burr AND You. . Yet here you are saying Four people. If Four People will be involved and take numerous hours, then Ms. Burr AND YOU deprived me of Full and Complete Due Process,as addressed by the U.S. Constitution, under the 14th Amendment. However, this specific basis for Appeal will be addressed in detail later on in this Appeal.

2) I also asked you ,regarding 71,834 N.S. ,Page 5 Misscellanious XVII, the guidlines for " UNREASONABLE HARDSHIP EXCEPTION". iI asked you what was the criteria for eligibility, as I I believe that I was financially eligible, being a low income senior citizen.
You responded by stating in your email, that you would need 3-5 days to provide said criteria. If you were immediately aware of the criteria, you would have disclosed it immediately in a few sentences. However, 3-5 days later, you responded by email, that the criteria, whatever it was, was only for Commercial Properties, and not for Residential Properties. Why did you delay that simple response? Of course, as building director, you made it up / created it to deny any opportunity by me, to be eligible for said exceeption. And then you followed up by staating that

you would not respond to any further emails. Ironically, you stated that ,simply, you follow the laws that the State and City ZCouncil provided to you. But tha5t was a lie. You fabricated this eleigibility issue, and imposed it on me, to motivate me, along with the $1000 Appeal Fee, to falll in line and beggrudgingly comply with the EEE compliance mandate. You,sir, are abusing your authority, as City Council and the State laws, allow you to make artitrary and capricious determinations and interpretations, ANY WAY YOU WANT, without regard for the impact on the impacted propertyt owner.. As such, you come off as a bully.

3) I am a low income senior, retired,, refuse to rent out my Berkeley property, because the City of Berkeley knowingly victimizes landlords, in so many ways, that being a landlord in the City of Berkeley is a most terrible experience, and no one in the City will even address said topic. Tjhere is a Tenant Protection Ordinance, but no Landlord Protection Ordinance,. There are a expansive mine field of Ordinances that benefit tenants, but there are no ordinances that benefit landlords, AND statutory attorney fees against landlords, if they fail to do, or do in violation , while there are no such statutory attorney fees that protect landlords. There is no equal protection, there is nothing that aids and benefots landlords, so I have refused to rent out my units, and as far as City Council and State laws, mum's the word. Eviction Moratorium? And then the Vacancy Parcel Tax, if a landlord was victimized. It is obscene and unjust, and no one addresses such injustices. It ought to be a crime, but it isn't.Tenants make up 65% of the voters, and our legislators cater to the majority of voters for re-election, so City Council will never raise a finger in support of landlords. Is that Corrruption?

4) I raised and relied on the issues of the Rental Housing SAFETY Program, for it benefits to landlords, specifically, the Owner Occupoancy Exemption if he resides in a subject unit. I addressed the Owner's right to seld certify his property, based on a cprinted checklist, which includes the same EEE components. However, I spoke to the Supervising Housing Inspector, Andre Sineran (sp), and he states that you are his boss, so whatever you disctate, he will defer to (or you will descipline him) But that is an Abuse of Process, as the RHSP clearly provides an Owner with documented rights and protections, which you clearly refuse to recognize and willfully ignore as an arbitrary and capricious act, on your part, yet another arguable abuse and violation of Due Process.

5) When being addressed by Galadriel Burr, "Community Services Specialist III, When I asked the process of Appeal and the cost of Appeal, she indicated that she would forward my emails to her supervisor. I then asked her the name and title of the supervisor who she forwarded my emails to, and sjhe repeatedly failed / refused to respond. Anmd I am certain you are not her direct supervisor, which means that her supervisor, her manager, and the director of EEE were, somehow bypassed , when I was intending on following through on my intended Appeal. I have heard the names Jenson , as manager, I have not heard the name of her direct supervisor. I have heard the name of the ddirector of EEE as Mcnulty(?) and all of them ,apparently have you as their booss. Accordingly, arguably, I was deprived of Due Process by Ms.. Burr's direct supervisor, , Mr. Jensen , and Ms. Mcnulty/ McNealy? of a name that sounds similar.

So, how and why did my intended Appeal wind up on your desk/ for the building official attention, without any Due Process from these intermediate supervisors, manager, and directir of EEE? Is it becauseonly YOU, as bui;lding official, with unlimited interpretation and determination to decide any way youwant , any fee you might decide on, and decide what is and

isn't in the building services component of the City? I submit that the fact that I Ms. Burr, , her direct supervisor, Mr. Jensen as EEE manager, and the Director of EEE all refused to address my concerns, refused to address my rights and protections of RHSP, and refused to provide me with an Appeal fee, all relate to a deprivation of my rights to Due Process, while you arbitrarily and capriciously impose a $1000 Appeal fee, the same fee amount at non compliance penalty fee. . I respectfully believe that you regularly abuse your authority, because the City and State have decided to not create specfic detail of laws, ordinances and regulations, thereby allowing you to interpret any which way you want, and disregard the interests of the property owner , while benefitting the City, especially the revenues genrated by the EEE program.

6) I elect yto Appeal the fact that both the City and the State have arbitrarily chosen to disregard the truth, as it pertains to the tragic balcony collapse that occurred in 2015. The City sttled lawsuits for defective building standards, but no less significant , and perhaps more significant, the City and State never mentioned one word about the fact that the incident/ event occurred because there were at least 12 adults that were on that 4'x8' balcony at one time, a serious overload of load bearing weights, that, either in part ,or in whole, caused the collapse of that balcony . according to the news article , six people died instantly and 6 others were critically injued. The weight of those people were more than 2000 pounds. The load was simply too much that is was major component, of the failure of that balcony. Yet there was not one word of mention of this component. I expect that pointing to this component was too emotionally a n ugly issue, regardless of tsuch truths. So, the City and the news pointed to a lack of caulk, leading to entry of mositure, leading to structure weakness, which was also a component, but not the root cause. I honest;ly believe the root cause was too many people and too much weight. Had there been 1/2/3/4 people on that balcony, on that fateful day, the collapse would never have occurred. Just like elevators, there should be warning signs, stating person and weight limits, but to vthis day, no such warning signs are posted, unlike elevators. This then, is yet another arguable failure that led to the collapse.

And,as building official, you arbitrarily refuse to address this issue, despite my requests that you calculate the load bearing limits of said balcony. Should such a balcony be sufficient to support a lmoving load of 2000 poiunds, or more? Your refuslal to address this issue is yet further irresponsibility and arbitrary discretion of the building official.

If my assessment is correct, then property owners are being unjustly subjected to thousands of dollars of cost burden to comply with EEE mandates,. All the while, the EEE program is raking in millions of dollars of revenue to the general fund, allegedly to pay the cost of operation of the EEE program. But said costs are relatively minimal, but pays the salaries, benefits, and pensions of related city staff, as well as city wide staff general funding. I submit, this is one of dozens, if not hundred or more taxes, fees, and penalties for the City employee funding. . This is especially unjust, if the source reason for the tragic incident was in paart or in whole, the overload issue of that balcony..

It is unjust enrichment by the City to require property owners to pay and pay and pay for something that these well intended young adults unknowingly might have caused.

In fact, I inquired with you, as building official, why the Building Department refuses to engage in performing these same inspections. It would relieve property owners of the cost of hiring an independent 3rd party to inspect. You response was the City doesn't have the manpower to inspect the EEE program. II question if that is the real reason. The Building Department doesn't want to engage in inspectionds, for the potential liability, if the inspection is

,somehow less than effecitve. The building department could 1) spread the workload amongst the RHSP personaell, the biuilding inspectors, or even hire another inspector, on a temorary basis, to accommodate the workload. Isn't that the truth? The City , time and time agqin, has no problem making the size and cost of government larger and more expensive. Suddenly, on this concern, they cannot add an employee? That sounds pretty far fetched to me, by itself.

You have stated that you rely on State laws, but the truth is that you mix, match, apply to either and both State law and City Ordinances, whichever provides you with full and complete authority , to do and say, whatever you choose, in maximizing your authority and discretion, and , the property owner and the cost burden, be damned. Who cares how much this costs the burdened property? Not the building official, that is for certain. And much of the cost finds its way to City revenues,as prviously stated, another revenue funding tool to pay for city staff, including , but not limited to, City employees having more paid holidays than any other city in the State, also dollar for dollar matching staff retirement funding, and also the benefit of working from home 2-3 days per week. Recently I observed a person , who was working from home, walking the dog 4 times a day, most likely to de-stress, but paid by the employer. Working from home, emloyees rarely pick up the phone when the public calls. calls back at THEIR convenience in 24/48 hours. And there is a ton of abuse, long breaks and lunches, bathroom breaks, cooking and washing, smoking whatever, drinking alcohol, naps, and the potential abuses are limitless.. As a City employee myself, decades ago, as a City employee, just do the job, (4=5 hours a day maximum. Alll paid bgy taxpayers. iIn my opinion the City of Berkeley pampers and spoils City stafff, all paid by ever rising taxes., but that is only an educated opinion. City staff, always say they work long and hard. As ,an ex-City employee, Why do I tend to disbelieve that?

7) If I were allowed to apply certain components of the Rental Housing SAFETY Program, my second floor flat, Apt. #4, as Owner Occupied, would be exempt. If my second flloor flat were exempt, then the entire property would be exempt, as there are no EEE components on the first/ ground floor that exceed the six foot height limits. In fact, the ground floor units #1/#2/ and #3 have no EEE elements at all, being two feet about the soil. Accordingly, Iam Appealing on this basis. If I caused injury to myself as the sole occupant of #4, I couldn't and wouldn't file a lawsuit against myself. Yet the EEE department is adament to mandate that I correct anything on the second floor, of which I am the sole occupant. All the while, the EEE program is gernerating millions of dollars in revenue. How many buildings are subjected to the mandates of the EEE program? Thousands? Fees, building permits, the cost of the 3rd party contractor, architect, engineer. I attempted tto have a 3rd party inspector come and do a visual inspection. For an official inspection, the inspectors charge $800-1000. The building Permit costs , minimum $365, repairs and materials? I refuse to rent out my units, and will never do so, and waiting for interests rates to come down, and sell my property. So, my income is low, and I am a senior with low income? How can I afford these costs? I can't.. And what is depressing is the building official , and apparently, the City of Berkeley doesn't carein the least. What if there are some noteworthy corrections that are required to be addressed? What if the corrections cost $10,000 or more? How could I possibly have the money to pay for such costs? I can't.. Will the building department place a lien on my property? Will they take my property, because I cannot afford to make such exhorbitant corrections? This is also a basis for my Appeal.

8) The rules state that the Appeal Fee is non-refundable. But, what if the Building Official is arbitrarily charging anAppeal Fee that is obscenely too much. ie $260?

I ask that the the Administrative authority, apparently, the Berkeley Planning Commission consider and / or order my Appeal fee refunded/ returned, and state by Ordiinance, that the Appeal Fee shall be specifically and explicitly defined, and a reasonable fee, so that an Appeal is not detered, as the building official has arbitrarily and unilaterally has deicided. I believe that THIS was why the intended Appeal bypassed all of the intermediate staff, and went straight to the building official; because he, and only he has the authority to impose whatever fee he deicides, and he calculates a deterent of any Appeal. The building official should never have been involved until the Appeal was already in process. Accoredingly, the supervisor, or the manager, or the EEE director should have set/decided on the amount of the Appeal fee, not the building Official. I asked Mr. Lopez to recuse himself, and to allow an independent individual , who would not be BIASED, to referee the processes of my Appeal, but ,clearly, Mr. Lopez has refused. He enjoys his power, and his authority to decide any way and anyhow, that he chooses.

I wanted someone else who would be fair and impartial, as that is how the Due Process Rights work. But, Mr. Lopez, as Building Officiial, is anything BUT FAIR AND IMPARTIAL. It is a completely rigged game. Every employee within the building department answers toi him, including the Rental Housing SAFETY program supervising Housing Inspector, and that individual will never diagree with Mr. Lopez, the Building Official. Accordingly, he defers to anything the Building Official decides, every time. THAT..., is NOT FAIR and/OR IMPARTIAL.

I respectfully, inquire, is the Planning Commissiuon FAIR AND IMPARTIAL? Respec5tfully, under Due Process Rights, under the 14th Amendment, I am entited to a Fair and Impartial Hearing/Appeal.. Respectfully, I am unsure if the Planning Commission is/ can be Fair and Impartial?

Accordingly, this is a basis for my Appeal.

9). Does the City / the Planning Commission regulations have a basis for allowing the subject property owner some form of Low Income Senior exception /exemption, that provides avoidancer of the cost budens of this extremely expensive program? Does the XVII Miscellanious provision of "Unreasonable Hardhip Exception " as stated in the Fee Schedule of City Council, under 71, 834 N.S. apply to me, as the subject property owner, especially when factoring in the totolity of the circumstnances of Apartments #1/#2/and #3 as exempt from EEE as having no EEE components and the owner occupying the 2nd floor #4?

Aside from having to pay property taxes , my recurring expenses are Food and Drink, Fuel, Insurance, Internet, Utilities, , Vehicle Registration, and some etc.....

10) Another arguable issue in this dispute, that is valid, is that I could/ were allowed, I would prefer to convert my 4plex into a single family dwelling, as I treat it currently, using the three vacant units as storage only. But , as alway the government runs the show, and my freedom to do what I wish with my property. But, instead, both the City and the WState refuse to allow me to downsize/ reduce to a single family dwelling, becaiuse of the housing shortage that the State has created, by housing the homeless who flooded California, housing early release jail inmates, because it costs the state too much money to maintain the prison stystem, anmd allowing/ require housing so many illegal immigrnats into the State of California. And so, government has taking control of my housing choices and opportunties. Freedom, or the lack thereof , just the way I

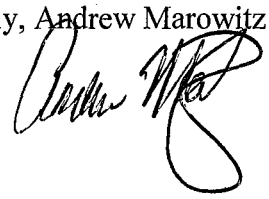
pictured it. I I have no say in my property, Only to put my naame on the title , and to pay tax, after tax, after tax. Freedom? Where? Is this a Taking by over-regulation? The Courtshave interpreted , NOT unless such a taking has cause my property and property value to lose 90%. What a disgraceful system We/ I live in.

This is yet another basis formy Appeal, of course. I would very much choose to convert my building into a single family dwelling.

In closing, I just want to be left alone, in peace, in my property, that I live alone in, until I sell, or die, whichever comes first. But, government is simply not ever going to leave me alone. Government is paid and authorized to make people miserable, in particular property owners, with the never ending parcel taxes, Government is the owner of my property, when one strips away all the pretense and get real. Freedom? Where. Local government taxes everything. There is no freedom.There is government authority , control, and a hundred different taxes, or fees, and/ or penalties for not complying with government control and taxation. The majority of people's wallets are constantly near empty/ ie living paycheck to paycheck.As such, life sucks, thanks to government.

This is a basis for Applealing, but no one in government is listening. or cares. Who is watching the watcher? Not the legislators. In my opinion, The legislators never say no to government Government is not the public interest, it is government serving the interests of government, and embedding itself in the public interest.

Respectfully, Andrew Marowitz 510-356-6813



Attachment 2 Building Official Determination

E3 requirements for 1615 Fairview St.

From Lopez, David <dlopez@berkeleyca.gov>
Date Thu 10/9/2025 4:37 PM
To 'andrewmarowitz@sbcglobal.net' <andrewmarowitz@sbcglobal.net>
Cc Jensen, Jeff <JJensen@berkeleyca.gov>

4 attachments (6 MB)
2025-09-16 E3 Warning Letter_1615 Fairview.pdf; 2016 Inspection Certification 052 154301400_1615 Fairview.pdf; 2016 ED 052 154301400_1615 Fairview.pdf; Property Detail Report_1615 Fairview St.pdf;

Good afternoon Mr. Marowitz,

Your numerous recent communications have been forwarded to me by staff. I understand that you were frustrated while awaiting my response.

First, I must address the tone of your communications to staff. Your messages have been unprofessional and discourteous. This is unacceptable. If similar communications continue, I will cease direct correspondence and refer the matter to my Director. City staff must be treated with respect.

Second, the information provided to you by Ms. Burr—both by email and in person—is accurate. She has reviewed your case with me, and I have confirmed that her guidance reflects the City's interpretation of applicable codes.

To clarify the matter: this is my formal determination. If you disagree, you may appeal my interpretation of the code in accordance with Berkeley Municipal Code (BMC) Title 19.28.020, Section 113 and 19.44. The notice of appeal shall be filed, along with the payment of the appeal fee, at my office within 30 days of this email and must contain the information listed in BMC Section 19.44.40.

1. There seems to be some confusion and comingling of Berkeley Municipal Code programs in your communications. You frequently refer to RHSP when addressing E3 compliance concerns. The two programs are two different and distinct programs. Ms. Burr is not associated with RHSP. She is only associated with the E3 program.
    a. The Rental Housing Safety Program is tasked with enforcing the housing code and the City requires that all rental units in the City of Berkeley be inspected for conformance to the housing code per BMC 19.40. The authority is provided by the State under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Sections 17910, 17920, and 17970, and other housing related Codes as adopted by the City.
        i. Owner-occupied units are exempt from RHSP inspections because the program's intent is to protect tenants from substandard housing conditions.

b. The Exterior Elevated Elements Program is tasked with enforcing State law found under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973. The authority is given to us under BMC 19.40.040. The BMC requires, that all "projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, shall be inspected within six months of adoption of this section, and every six years thereafter….." State law says, "Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected." Multifamily dwelling unit building is defined as housing where multiple separate dwelling units for residential inhabitants are contained within one building.

   i. Buildings that contain three or more dwelling units are classified as R-2 occupancy buildings. The building at 1615 Fairview is considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

   ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?
Nowhere in the E3 laws does it give the City any authority to exempt owner occupied dwellings in an R-2 building. The history of the program started when the tragic incident occurred on June 16, 2015 when the exterior balcony collapsed and 6 young people died and 7 others were injured. Immediately after, the City passed an emergency ordinance to require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building

official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation Warning Letter for not complying with State and City laws. In the warning letter (attached) you have been given a deadline of October 16th to provide a completed and signed, by the retained professional, the Exterior Elevated Elements Inspection Program Inspection Certification form. If this does not occur, citations will be levied. I do have the authority to provide a onetime extension on when the form will be due. If you confirm that you have hired a licensed professional, compliant with State Law, by either sending me a copy of your signed contract with the licensed professional -or- an email thread with the professional confirming the date of their scheduled inspection and that you will be sending me a completed and signed inspection certification form, I will extend the due date for us receiving the form to November 14th.

If the certification does indicate that corrective work is required, then apply for a building permit within 120 days of the date signed on the form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 120 days of permit issuance.

Regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

FRAUD ALERT! Do not provide payment information by telephone. City of Berkeley Building and Safety staff will NEVER call to ask for payment. If you receive such a call, please HANG UP! Email Planning@berkeleyca.gov about it, and report the fraud attempt to the Berkeley Police Dept. at (510) 981-5900.

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19.40.040 Structural Requirements.

404--Structural Maintenance

A. Pursuant to the requirements of Health and Safety Code Section 17973 (inspection deadlines in subsection (d) notwithstanding) projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, shall be inspected within six months of adoption of this section, and every six years thereafter by a licensed general contractor, licensed architect, licensed civil or structural engineer, or certified building inspector or building official who are not employees of the City of Berkeley to verify that the elements are in general safe condition, adequate working order, and do not exhibit signs of deterioration, decay, corrosion or similar damage that could pose a safety concern and there is no evidence of active water intrusion in concealed spaces of the inspected elements. The inspection schedule set forth above shall apply retroactively to the original enactment of the City's Exterior Elevated Elements inspection program on July 14, 2015; cyclical inspections shall be completed by March 31, 2022 and every six years thereafter.

B. Pursuant to the requirements of Code of Civil Procedure Section 5551, projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of condominium projects containing 3 or more dwelling units shall be inspected by January 1, 2025, and then at least once every nine years. The inspection shall be conducted by a licensed structural engineer or architect of a random and statistically significant sample of exterior elevated elements for which the association has maintenance or repair responsibility.

The inspection reports shall comply with the requirements of Health and Safety Code Section 17973 Subsections (c) and (d). The property owner shall be responsible for complying with the repair requirements set forth in Health and Safety Code Section 17973 Subsections (g), (h) and (i). Property owners shall provide proof of compliance with this section by submitting an affidavit form provided by the City. The affidavit shall be signed by the responsible inspecting party and submitted to the Housing Code Enforcement Office. If the inspector indicates corrective work is required, a second affidavit form shall be submitted once the work is completed. For the purpose of this section, elevated "weather-exposed areas" mean those areas which are not interior building areas, extend beyond exterior walls and are located more

than six feet above adjacent grade. For newly constructed residential buildings, inspections shall occur no later than six years following issuance of the Certificate of Occupancy for such buildings. (Ord. 7840-NS § 2, 2022)

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HEALTH AND SAFETY CODE - HSC

DIVISION 13. HOUSING [17000 - 19997] *(Division 13 enacted by Stats. 1939, Ch. 60.)*

PART 1.5. REGULATION OF BUILDINGS USED FOR HUMAN HABITATION [17910 - 17998.3] *(Part 1.5 added by Stats. 1961, Ch. 1844.)*

CHAPTER 5. Administration and Enforcement [17960 - 17992] *(Chapter 5 added by Stats. 1961, Ch. 1844.)*

ARTICLE 2.2. Exterior Elevated Elements: Inspections. [17973- 17973.] *(Article 2.2 added by Stats. 2018, Ch. 445, Sec. 2.)*

17973. (a) Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected. The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction. These individuals shall not be employed by the local jurisdiction while performing these inspections. The purpose of the inspection is to determine that exterior elevated elements and their associated waterproofing elements are in a generally safe condition, adequate working order, and free from any hazardous condition caused by fungus, deterioration, decay, or improper alteration to the extent that the life, limb, health, property, safety, or welfare of the public or the occupants is not endangered. The person or business performing the inspection shall be hired by the owner of the building.

(b) For purposes of this section, the following terms have the following definitions:

(1) "Associated waterproofing elements" include flashings, membranes, coatings, and sealants that protect the load-bearing components of exterior elevated elements from exposure to water and the elements.

(2) "Exterior elevated element" means the following types of structures, including their supports and railings: balconies, decks, porches, stairways, walkways, and entry structures that extend beyond exterior walls of the building and which have a walking surface that is elevated more than six feet above ground level, are designed for human occupancy or use, and rely in whole or in substantial part on wood or wood-based products for structural support or stability of the exterior elevated element.

(3) "Load-bearing components" are those components that extend beyond the exterior walls of the building to deliver structural loads from the exterior elevated element to the building.

(c) The inspection required by this section shall at a minimum include:

(1) Identification of each type of exterior elevated element that, if found to be defective, decayed, or deteriorated to the extent that it does not meet its load requirements, would, in the opinion of the inspector, constitute a threat to the health or safety of the occupants.

(2) Assessment of the load-bearing components and associated waterproofing elements of the exterior elevated elements identified in paragraph (1) using methods allowing for evaluation of their performance by direct visual examination or comparable means of evaluating their performance. For purposes of this section, a sample of at least 15 percent of each type of exterior elevated element shall be inspected.

(3) The evaluation and assessment shall address each of the following as of the date of the evaluation:

(A) The current condition of the exterior elevated elements.

(B) Expectations of future performance and projected service life.

(C) Recommendations of any further inspection necessary.

(4) A written report of the evaluation stamped or signed by the inspector presented to the owner of the building or the owner's designated agent within 45 days of completion of the inspection. The report shall include photographs, any test results, and narrative sufficient to establish a baseline of the condition of the components inspected that can be compared to the results of subsequent inspections. In addition to the evaluation required by this section, the report shall advise which, if any, exterior elevated element poses an immediate threat to the safety of the occupants, and whether preventing occupant access or conducting emergency repairs, including shoring, are necessary.

(d) (1) The inspection shall be completed by January 1, 2026, and by January 1 every six years thereafter. The inspector conducting the inspection shall produce an initial report pursuant to paragraph (4) of subdivision (c) and, if requested by the owner, a final report indicating that any required repairs have been completed. A copy of any report that recommends immediate repairs, advises that any building assembly poses an immediate threat to the safety of the occupants, or that preventing occupant access or emergency repairs, including shoring, are necessary, shall be provided by the inspector to the owner of the building and to the local enforcement agency within 15 days of completion of the report. Subsequent inspection reports shall incorporate copies of prior inspection reports, including the locations of the exterior elevated elements inspected. Local enforcement agencies may determine whether any additional information is to be provided in the report and may require a copy of the initial or final reports, or both, be submitted to the local jurisdiction. Copies of all inspection reports shall be maintained in the building owner's permanent records for not less than two inspection cycles, and shall be disclosed and delivered to the buyer at the time of any subsequent sale of the building.

(2) Notwithstanding paragraph (1), if the owner of the building confirms the presence of asbestos containing material (ACM) during the inspection process and is unable to complete the inspection as a result, the owner of the building shall have up to nine months to complete the necessary ACM abatement in accordance with applicable federal, state, and local laws. Upon completion of ACM abatement, the owner of the building shall have no more than three months to complete the inspection in paragraph (1). The owner of the building shall retain records confirming the presence of ACM and its abatement for three years after completion of the inspection.

(e) The inspection of buildings for which a building permit application has been submitted on or after January 1, 2019, shall occur no later than six years following issuance of a certificate of occupancy from the local jurisdiction and shall otherwise comply with the provisions of this section.

(f) If the property was inspected within three years prior to January 1, 2019, by an inspector as described in subdivision (a) and a report of that inspector was issued stating that the exterior elevated elements and associated waterproofing elements are in proper working condition and do not pose a threat to the health and safety of the public, no new inspection pursuant to this section shall be required until January 1, 2026.

(g) An exterior elevated element found by the inspector that is in need of repair or replacement shall be corrected by the owner of the building. All necessary permits for repair or replacement shall be obtained from the local jurisdiction. All repair and replacement work shall be performed by a qualified and licensed contractor in compliance with all of the following:

(1) The recommendations of a licensed professional described in subdivision (a).

(2) Any applicable manufacturer's specifications.

(3) The California Building Standards Code, consistent with subdivision (d) of Section 17922 of the Health and Safety Code.

(4) All local jurisdictional requirements.

(h) (1) An exterior elevated element that the inspector advises poses an immediate threat to the safety of the occupants, or finds preventing occupant access or emergency repairs, including shoring, or both, are necessary, shall be considered an emergency condition and the owner of the building shall perform required preventive measures immediately. Immediately preventing occupant access to the exterior elevated element until emergency repairs can be completed constitutes compliance with this paragraph. Repairs of emergency conditions shall comply with the requirements of subdivision (g), be inspected by the inspector, and reported to the local enforcement agency.

(2) The owner of the building requiring corrective work to an exterior elevated element that, in the opinion of the inspector, does not pose an immediate threat to the safety of the occupants, shall apply for a permit within 120

days of receipt of the inspection report. Once the permit is approved, the owner of the building shall have 120 days to make the repairs unless an extension of time is granted by the local enforcement agency.

(i) (1) The owner of the building shall be responsible for complying with the requirements of this section.

(2) If the owner of the building does not comply with the repair requirements within 180 days, the inspector shall notify the local enforcement agency and the owner of the building. If within 30 days of the date of the notice the repairs are not completed, the owner of the building shall be assessed a civil penalty based on the fee schedule set by the local authority of not less than one hundred dollars ($100) nor more than five hundred dollars ($500) per day until the repairs are completed, unless an extension of time is granted by the local enforcement agency.

(3) In the event that a civil penalty is assessed pursuant to this section, a building safety lien may be recorded in the county recorder's office by the local jurisdiction in the county in which the parcel of land is located and from the date of recording shall have the force, effect, and priority of a judgment lien.

(j) (1) A building safety lien authorized by this section shall specify the amount of the lien, the name of the agency on whose behalf the lien is imposed, the street address, the legal description and assessor's parcel number of the parcel on which the lien is imposed, and the name and address of the recorded owner of the building.

(2) In the event that the lien is discharged, released, or satisfied, either through payment or foreclosure, notice of the discharge containing the information specified in paragraph (1) shall be recorded by the governmental agency. A safety lien and the release of the lien shall be indexed in the grantor-grantee index.

(3) A building safety lien may be foreclosed by an action brought by the appropriate local jurisdiction for a money judgment.

(4) Notwithstanding any other law, the county recorder may impose a fee on the city to reimburse the costs of processing and recording the lien and providing notice to the owner of the building. A city may recover from the owner of the building any costs incurred regarding the processing and recording of the lien and providing notice to the owner of the building as part of its foreclosure action to enforce the lien.

(k) The continued and ongoing maintenance of exterior elevated elements in a safe and functional condition in compliance with these provisions shall be the responsibility of the owner of the building.

(l) Local enforcement agencies shall have the ability to recover enforcement costs associated with the requirements of this section.

(m) For any building subject to the provisions of this section that is proposed for conversion to condominiums to be sold to the public after January 1, 2019, the inspection required by this section shall be conducted prior to the first close of escrow of a separate interest in the project and shall include the inspector's recommendations for repair or replacement of any exterior elevated element found to be defective, decayed, or deteriorated to the extent that it does not meet its load requirements, and would, in the opinion of the inspector, constitute a threat to the health or safety of the occupants. The inspection report and written confirmation by the inspector that any repairs or replacements recommended by the inspector have been completed shall be submitted to the Department of Real Estate by the proponent of the conversion and shall be a condition to the issuance of the final public report. A complete copy of the inspection report and written confirmation by the inspector that any repairs or replacements recommended by the inspector have been completed shall be included with the written statement of defects required by Section 1134 of the Civil Code, and provided to the local jurisdiction in which the project is located. The inspection, report, and confirmation of completed repairs shall be a condition of the issuance of a final inspection or certificate of occupancy by the local jurisdiction.

(n) This section shall not apply to a common interest development, as defined in Section 4100 of the Civil Code.

(o) The governing body of any city, county, or city and county, may enact ordinances or laws imposing requirements greater than those imposed by this section.

(Amended by Stats. 2025, Ch. 22, Sec. 32. (AB 130) Effective June 30, 2025.)

BUILDING & SAFETY

FEE TYPE / DESCRIPTION	FEE	*Remarks*
XVII. MISCELLANEOUS		
Duplication Fees		*Amount specified in A.R. 3.8*
Pre-submittal Review/Consultation	$250	*per hour, with a minimum of one hour*
City Staff Review (For items that require review and which are not otherwise explicitly covered in Fee Schedule, such as Alternate Method Applications, Requests for Unreasonable Hardship Exceptions, Requests for Determinations, BORP Submittals, etc)	$250	*per hour, with a minimum of one hour*
Staff time required to follow-up on non-compliance	$250	*per hour, with a minimum of one hour*
Address Assignment	$250	*per hour, with a minimum of one hour*
Inspections for which no fee is specifically indicated	$250	*per hour, with a minimum of one hour*
Processing fee for refunds	Per BMC 7.20.050	*or hourly charges based on time spent, with a minimum of one hour at staff time rate of $250*
Seismic Evaluation Report: Report Review (includes 1 recheck)	$612	
Administrative Services Fee	$250	*For services provided by administrative staff outside of plan check or permitting services charged elsewhere; e.g. processing documents, recording notices, researching records*
Appeal of Building Official Determination	$1,000	*Assumes four hours staff time. Appeals are heard by hearing body as specified in BMC Title 19*

Attachment 5 Administrative Record and Email Correspondence between Mr. Marowitz and Building and Safety Staff

Index for Administrative Record for 1615 Fairview St

1. Staff Response (10-3-2025) to Letter from Mr. Marowitz (submitted 9-25-2025)
2. Letter from Mr. Marowitz (submitted 9-25-2025)
3. RealQuest Report for 1615 Fairview St (9-22-2025)
4. E3 Warning Letter and Proof of Service (9-16-2025)
5. E3 Exemption Declaration Form (signed 8-01-2021)
6. E3 Inspection Certification Form (signed 6-30-2016)
7. E3 Exemption Declaration Form (signed 3-1-2016)
8. Emails Communications between Mr. Marowitz and Staff

Building & Safety Division
E3 Inspection Program

October 3, 2025

Mr. Andrew Marowitz,

The following is a response to your letter submitted in-person on September 25, 2025, regarding E3 Inspection Program requirements for your property located at 1615 Fairview St, Berkeley.

California Health and Safety Code (HSC), Article 2.2., Section 17973(a), requires that "Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected." These inspections are required regardless of whether they are occupied by either tenants or owners. There are no exemptions for owner-occupied properties or vacant units under Health and Safety Code Section 17973 or Berkeley Municipal Code (BMC) Section 19.40.040. In fact, condominiums that have Exterior Elevated Elements (E3) are also required to be inspected. Condominiums are, for the most part, owner occupied.

In 2016, an E3 Exemption Declaration Form was submitted, signed March 1, 2016, (attached) declaring under penalty of perjury under the laws of the State of California that Inspection Certification requirements do not apply to your property at 1615 Fairview St because:

1. "Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, guardrails, handrails, or similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building."

Subsequently, an E3 Inspection Certification form (attached) was submitted, signed by a licensed professional on June 30, 2016, verifying that your building at 1615 Fairview is 4-unit apartment house with exterior elevated elements subject to the City of Berkeley's E3 Inspection Program. You also confirmed in your letter dated September 25, 2025 that your building is a 4-unit apartment house with exterior elevated elements. A 4-unit apartment house is considered an R-2 occupancy per California Building Code Section 310.

In 2021, an additional E3 Exemption Declaration Form was submitted, signed August 1, 2021, (attached) declaring under penalty of perjury under the laws of the State of California that Inspection Certification requirements do not apply to your property at 1615 Fairview St because:

1. "Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, guardrails, handrails, or similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building"
2. "This building is not an R-1 or R-2 occupancy. It does not have 3 or more dwelling units and is not one of the other building types listed above. (Please note, R-1 and R-2 occupancies as defined in the California Building Code do not correspond to Berkeley's R-1 and R-2 zoning districts.)"
3. You also checked the box indicating the building type to be "Residential Condo Building" and added a notation that the building is a "Multi-Unit Home House".

Your letter received on September 25, 2025, states that Apartment #4 does have exterior elevated elements, but is exempt from E3 Inspection Program requirements because it is owner occupied. As

stated above, there are currently no exemptions for owner-occupied properties under Health and Safety Code (HSC) 17973 or Berkeley Municipal Code (BMC) Section 19.40.040.

To clarify any confusion, the Berkeley Municipal Code Section 25.502.020 S.16. defines single-family dwellings and multi-family dwellings as follows:

- *Single-Family Dwelling* - A building designed for and occupied exclusively by one household, or may provide accommodations for six or fewer employees as "employee housing" pursuant to Healthy and Safety Code Section 17021.5."
- *Multi-Family Dwelling.* - A building, group of buildings, or portion of a building used or designed as three or more dwelling units.

By your own admission and by confirming in our research of property records the property at 1615 Fairview is a 4-unit multi-family dwelling. Whether the units are occupied or not, has no bearing on whether the building is a multi-family dwelling or not. As defined by BMC Section 25.502.020 S.16 the structure at 1615 Fairview is a Multi-Family Dwelling building.

Per Berkeley Municipal Code, the inspection schedule set forth in BMC 19.40.040 shall apply retroactively to the original enactment of the City's Exterior Elevated Elements inspection program on July 14, 2015; cyclical inspections of all buildings subject to E3 Inspection Program requirements shall be completed by March 31, 2022 and every six years thereafter. The E3 Inspection Certification form dated June 30, 2016 placed your property in compliance with the prior E3 inspection cycle, but no E3 Inspection Certification form was received by the March 31, 2022 deadline.

On September 16, 2025 staff issued a Notice of Violation and Warning of Administrative Citation (attached) to notify you that you are in violation of Section 19.40.040 of the Berkeley Municipal Code, which requires owners of buildings with three or more dwelling or sleeping units to hire a licensed or certified professional to inspect the building's exterior elevated elements and verify that the elements are in general safe condition. You were given until October 16, 2025 to comply with the Notice of Violation.

According to California Health and Safety Code (HSC), Article 2.2., Section 17973, paragraph (o) "The governing body of any city, county, or city and county, may enact ordinances or laws imposing requirements greater than those imposed by this section." The City *must* comply with State law and *may* impose more stringent requirements, but *cannot* impose less stringent requirements than dictated by State law. Therefore, your property at 1615 Fairview, which is a 4-unit multi-family dwelling with exterior elevated elements is subject to E3 Inspection Program requirements under Berkeley Municipal Code Section 19.40.040.

Per your request, I have included a copy of your previously submitted Inspection Certification form dated June 30, 2016, as well as copies of your Exemption Declaration forms from 2016 and 2021.

Regards,

Galadriel Burr
Community Services Specialist III
Building & Safety Division
gburr@berkeleyca.gov

PERMIT SERVICE CENTER
SEP 25 2025
RECEIVED BY G.B.

To: Mr. Galadriel BURR: Community Services Specialist III

From: Andrew MAROWITZ, OWNER OCCUPANT --~1615 Fairview St. Berkeley CA 94703

Re: Your Warning Letter (Back)Dated September 16th,2025 Postmarked Sept 18th EEE Notice of Violation.

First of all you have omitted several truths and facts. They are as follows:

1) I did not falsely state that the building does not have any EEE components. What I stated in the exemption application form is that the rental units #1, #2, and #3 all/each are on the ground floor and have no EEE components that exist at or below six feet, per the guidelines. Being on the ground floor, there are no railings, no balconies, and no handrails for the rental units, #1,#2, or/and #3. Therefore, they are exempt from any enforcement of the EEE protocols. However, Apartment #4 is located on the second floor, has no balcony, but has railings and a handrail above 6 feet, BUT, that unit is OWNER OCCUPIED, since 2018, and therefore is EXEMPT. Not a rental. No tenants.

Further, the EEE Ordinance was specifically created as an outgrowth because of the balcony collapse of the apartment on Shattuck and Dwight Way, where several friends of the tenant died as a result. City Council created this Ordinance to protect tenants from such misfortune in the future.

In my exemption Form Application, estimated submission date 2020, more than 5 years ago, I stated that my building was exempt, because there are no tenants/ no renters, only me, as OWNER OCCUPANT. The three units on the ground floor (Apartments 1/2/and 3) remain unrented and vacant , and have been vacant and unrented for more than five years .

In the exemption application form, the exemption states that the building is described as " Multi-Unit. Muti-Family. And you stated that Multi-Family the same as Multi-Unit. However, Multi-Unit ,as in my 4plex, is by implied definition, already Multi-Family. So, therefore, Multi-Family is a second separate condition. As such , I, as Owner Occupant is a family,one and only one family, and I use the downstairs rental units for my personal use. Accordingly, I, as a single family, not multi-family, are/am occupying all the units, rendering the building EXEMPT, as stated in the Exemption application form itself.

If you choose to dispute this issue, I will APPEAL, before October 15th, 2025, which will freeze any action on your part until the APPEAL DUE PROCESS REMEDIES have been exhausted, ie Your boss, the Building Director, the Planning Commission, and ultimately, if and as needed, a Superior Court of Law to define the wording of the EXEMPTION APPLICATION FORM. This, in turn, will defer any enforcement of the EEE , AS YOU CHOOSE TO INTERPRET IT, ON HOLD, PERHAPS FOR A YEAR, or you might choose to exempt my property as a a single family unit/ SFR, which I recall checking that box, and if so, which you omitted any reference to or comment , based on the then submitted exemption form, 5 years ago.

You also omitted the fact that, Previously when I rented out the property, I did get the EEE inspection and correction that the City mandates. Why did you omit that relevant component? There is a record/ file of that inspection, estimated submission date of 2017. You did mention it days ago, after I brought to the attention of the Deputy Fire Marshall, Dori Tieu. Also ,the time period for EEE inspections t

renewal period of 3 years (now six years) , I inquired with EEE individual/ City employee , over the phone,and advised him that I stopped renting any units and only I, as OWNER OCCUPANT occupied my building. He advised me of the history of the balcony catastrophe, that the ordinance was to protect tenants/ renters, AND that as long as there were no renters, I should file an exemption form stating that the building was exempt as unrented/ vacant. **That is EXACTLY what I did**, in 2020.. This is certainly relevant, so why did you omit that component? As best as I can remember, I also checked the box for SFR, as Owner Occupant, not renting out #1, #2, or #3.. . So, I would ask, why did you fail to address the SFR check mark, as a basis for exemption? That omission by you seems dishonest and evasive. Apt #1 has been vacant and unrented since 2020, Apt. #2 has been vacant and unrented since 2019, and Apt. #3 has been vacant and unrented since 2017. I repeat #1,#2, and #3 have been vacant and unrented for many years, and I engage in personal use of #1,#2, and #3 , ads Owner- Occupant.

Also, I researched the history of the creation of the balcony bill , legislated by Nancy Skinner and Jerry Hill. Nancy Skinner chose to place the legislation on the building, , not on the owner Occupant, because buildings have no rights, but Owners do have rights. Add to that , Skinner indicated no interest in providing Ower Occupants having rights, stating this position to "PROTECT THE PUBLIC". But ironically, Skinner had no such concerns to protect the public , in 1/2/3 unit buildings, thus this justification is utter hypocrisy, and renders the Owner Occupant having no rights of any sort, arguably in violation of the 5th and 14th Amendments. Owner Occupants, in this instance should have such an exemption,as in no tenants/ renters, and no EEE elements under six feet. Owner Occupied over six feet and one single family=, EXEMPT !!!!!

Conversely, If not to protect tenants safety , why else was EEE created?

Accordingly, the entire building is exempt from EEE protocols, based on no EEE components above 6 feet for the rental units, and #4 is exempt as Owner – Occupied. And you made no effort whatsoever in ascertaining the truth, before attacking me with your letter of violation and mandated warning of compliance. It would seem as if as if you have an agenda of omissions and false records to punish/ harm/ impose large financial burdens/ threats, substantial and intentional infliction of emotional distress/ and liberal interpretation of the law/ the facts / and the truth

2. Again, This issue came to your attention because I brought it to Ms. Dori Tieu attention, as a supporting basis for exemption from the fire extinguisher inspection and fees. You omitted that detail as well.

3. You deliberately omitted the time frame for the inspection period, being six years.You also stated that I checked the box for the building being a residential condo building, In 2020, with housing prices at all time highs, and interest rates at all time lows, I was seriously inquiring a conversion to condos for sale . So, I listed that 3rd optional box checked at that time. BUT, interest rates ratcheted up in 2020, causing the real estate sales market to die, so the possibility of converting to a condo sales program died in 2020 as well..

I am, and I remain the Owner- Occupant, and I will continue to remain so until I die, or sell the building, whichever comes first. . I have elected to not rent any vacant apartments, because I hate being

a landlord in the City of Berkeley. It is a most terrible experience being a landlord. I have no control of my business, and no possession of my units, once rented out. indefinitely. No one in the City of Berkeley wants to talk about that ugly truth/ reality.
Interestingly/ ironically, you omitted any response to my only checked box of my checked box of Single family dwelling/ Owner Occupied. Why did you fail to address that checked box? There are no other occupants, I may have checked the box above "N/A, see below" in conjunction with "SFD", but not the boxes "residential condo building " or that 'EEE do not exist" If those boxes are checked, that is your form/ evidence tampering.

If you disagree with this letter, Please respond in writing. Further, please provide me with 1) a copy of the EEE compliance report/file dated approximately in 2017. 2) Please provide a copy of the exemption form application estimated date in 2020, and in which I marked the exemption box and basis as Owner Occupant / Unrented , **AND my original signature.**
I intend to , after exhausting all administrative remedies, take the entire matter to Court. MY BUILDING IS EXEMPT, AS STATED ABOVE. = Due Process. I am the Owner occupant, ie SFD . There are no tenants /renters. Check with the Rent Board.

I would be OK in showing/ proving to the Planning and Building Commissioner , per Appeal Rules, that all units are vacant and unrented/ occupied by me solely. (and will remain that way indefinitely.) In an effort to resolve this, under the right circumstances, I may be OK proving to an honest and unbiased City Employee , that no one else occupies the building,/ #1,#2, and #3 are vacant and unrented.

I, Andrew Marowitz, swear under penalty of perjury that the foregoing is true and correct. Are you also willing to provide a legal verification of truthfulness under penalty of perjury? Please do so.

Dated: September 20th,2025 Andrew Marowitz OWNER OCCUPANT

1003.5 Appeals. Orders of the Building Official may be appealed as set forth in Chapter 19.44. For purposes of this Code, orders of the Building Official, or, on appeal, of the Commission or City Council, shall be final as set forth in Chapter 19.44.

Except as otherwise provided by ordinance, the appeal shall be filed within thirty days from the date of the service of such order or action of the Building Official, provided, however, that if the building or structure is in such condition as to make it immediately dangerous to the life, limb, property or safety of the public or adjacent property and is ordered vacated and is posted in accordance with Section 1103 of the Berkeley Housing Code, such appeal shall be filed within ten days from the date of service of the notice and order of the Building Official.

B.*Effect of Failure to Appeal.* Failure of any person to file an appeal as provided for herein shall constitute a waiver of the right to an administrative hearing and adjudication of the notice and order or any portion thereof.

C.*Processing of Appeal and Decision.* Upon receipt of any appeal filed pursuant to this section, the Building Official shall present it for hearing to the Commission within forty-five days from

receipt of the appeal. The Commission may continue the hearing for good cause shown, and shall render a decision no later than ten days after the hearing on the appeal is closed.

D.*Scope of Hearing on Appeal.* Only those matters or issues specifically raised by the appellant shall be considered in the hearing of the appeal.

E.*Staying of Order Under Appeal.* Except for vacation orders made pursuant to Section 1103 of the Berkeley Housing Code as adopted by the City, enforcement of any notice and order of the Building Official issued under this Code shall be stayed during the pendency of an appeal therefrom which is properly and timely filed. (Ord. 7407-NS § 1, 2015: Ord. 7367-NS § 3, 2014: Ord. 6475-NS § 11 (part), 1999)

1.To call and examine witnesses on any matter relevant to the issues of the hearing;

2.To introduce documentary and physical evidence;

3.To cross-examine opposing witnesses on any matter relevant to the issues of the hearing;

4.To impeach any witness regardless of which party first called the witness to testify;

5.To rebut the evidence;

6.To be represented by anyone who is lawfully permitted to do so. (Ord. 6475-NS § 11 (part), 1999)

19.44.080Method and form of decision.

The validity of any decision by the City Council under the provisions of this chapter shall not be contested in any action or proceeding unless the same is commenced within thirty days after it becomes final. (Ord. 6475-NS § 11 (part), 1999)

What's Nearby
TITLE
CHAPTER

Except as otherwise provided by ordinance, the appeal shall be filed within thirty days from the date of the service of such order or action of the Building Official, provided, however, that if the building or structure is in such condition as to make it immediately dangerous to the life, limb, property or safety of the public or adjacent property and is ordered vacated and is posted in accordance with Section 1103 of the Berkeley Housing Code, such appeal shall be filed within ten days from the date of service of the notice and order of the Building Official.

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E.*Rights of Parties.* Each party shall have these rights, among others:

1.To call and examine witnesses on any matter relevant to the issues of the hearing;

2.To introduce documentary and physical evidence;

3.To cross-examine opposing witnesses on any matter relevant to the issues of the hearing;

4.To impeach any witness regardless of which party first called the witness to testify;

5.To rebut the evidence;

B.*Form and Notice of Decision.* The decision shall be in writing and shall contain findings of fact, a determination of the issues presented, and the requirements to be complied with. A copy of the decision shall be delivered to the appellant personally or sent by certified mail, postage prepaid, return receipt requested.

C.*Effective Date of Decision.* The effective date of decision shall be the earlier of the dates of delivery or mailing pursuant to subsection B of this section, unless the decision itself expressly specifies a later effective date. (Ord. 6475-NS § 11 (part), 1999)

A.Except as otherwise provided by ordinance, decisions of the Commission may be appealed to the City Council by filing a notice of appeal which substantially conforms to Section 19.44.040, with the City Clerk, within ten days of the effective date of the decision. The City Clerk shall

provide the Council with the written appeal or appeals, and shall set the matter for a public hearing before the Council in consultation with the Building Official, and give notice of the time and place of said hearing in the same manner and to the same recipients as for the Housing Advisory Commission hearing.

B.Each hearing shall be open to the public, which shall be given the opportunity to present their views and to be heard in accordance with established procedures.

C.After opening the public hearing on the appeal, the Council may do any one of the following:

1.Continue the public hearing;

2.Remand the matter to the Commission to reconsider the appeal, in which case the Council shall specify which issues the Commission is directed to reconsider.

3.Reverse or affirm wholly or partly, or modify any decision, determination, or requirement of the Commission, and may make decisions or determinations or may impose such conditions as the facts warrant and may grant a variance.

D.The decision of the Council shall be final. The form, notice of and effective date of City Council decisions shall be as set forth in Section 19.44.080B and C. (Ord. 7367-NS § 4, 2014: Ord. 6475-NS § 11 (part), 1999)

The validity of any decision by the City Council under the provisions of this chapter shall not be contested in any action or proceeding unless the same is commenced within thirty days after it becomes final. (Ord. 6475-NS § 11 (part), 1999)

Property Detail Report

For Property Located At :
1615 FAIRVIEW ST, BERKELEY, CA 94703-2363

CoreLogic RealQuest

Owner Information

Owner Name:	**MAROWITZ ANDREW**
Mailing Address:	**1615 FAIRVIEW ST, BERKELEY CA 94703-2363 C010**
Vesting Codes:	SM / /

Location Information

Legal Description:	**LOT 7**		
County:	ALAMEDA, CA	APN:	052-1543-014
Census Tract / Block:	4240.01 / 3	Alternate APN:	052154301400
Township-Range-Sect:		Subdivision:	HAMON
Legal Book/Page:		Map Reference:	4-A3 /
Legal Lot:	7	Tract #:	
Legal Block:	R	School District:	BERKELEY
Market Area:		School District Name:	BERKELEY
Neighbor Code:		Munic/Township:	BERKELEY INCORP

Owner Transfer Information

Recording/Sale Date:	/	Deed Type:	
Sale Price:		1st Mtg Document #:	
Document #:			

Last Market Sale Information

Recording/Sale Date:	07/18/1994 /	1st Mtg Amount/Type:	/
Sale Price:	$12,400	1st Mtg Int. Rate/Type:	/
Sale Type:	FULL	1st Mtg Document #:	
Document #:	254557	2nd Mtg Amount/Type:	/
Deed Type:	TRUSTEE DEED	2nd Mtg Int. Rate/Type:	/
Transfer Document #:		Price Per SqFt:	$4.24
New Construction:		Multi/Split Sale:	
Title Company:			
Lender:			
Seller Name:	PETRAK JOHN H		

Prior Sale Information

Prior Rec/Sale Date:	04/02/1993 /	Prior Lender:	
Prior Sale Price:	$40,000	Prior 1st Mtg Amt/Type:	/
Prior Doc Number:	103633	Prior 1st Mtg Rate/Type:	/
Prior Deed Type:	TRUSTEE DEED		

Property Characteristics

Gross Area:	2,922	Parking Type:		Construction:	WOOD
Living Area:	2,922	Garage Area:		Heat Type:	
Tot Adj Area:		Garage Capacity:		Exterior wall:	
Above Grade:		Parking Spaces:		Porch Type:	
Total Rooms:	15	Basement Area:		Patio Type:	
Bedrooms:	5	Finish Bsmnt Area:		Pool:	
Bath(F/H):	4 /	Basement Type:		Air Cond:	
Year Built / Eff:	1903 / 1903	Roof Type:		Style:	L-SHAPE
Fireplace:	/	Foundation:		Quality:	AVERAGE
# of Stories:	2	Roof Material:		Condition:	
Other Improvements:					

Site Information

Zoning:		Acres:	0.15	County Use:	RES PROPERTY OF 2,3 OR 4 UNITS (2800)
Lot Area:	6,750	Lot Width/Depth:	x	State Use:	
Land Use:	MULTI FAMILY DWELLING	Res/Comm Units:	4 /	Water Type:	
Site Influence:				Sewer Type:	

Tax Information

Total Value:	$125,970	Assessed Year:	2025	Property Tax:	$7,135.08
Land Value:	$67,184	Improved %:	47%	Tax Area:	13000
Improvement Value:	$58,786	Tax Year:	2024	Tax Exemption:	
Total Taxable Value:	$125,970				

EXTERIOR ELEVATED ELEMENTS (E3)
NOTICE OF VIOLATION
Parcel Number: 052154301400
1615 FAIRVIEW St
Case #: H2021-00330

Planning & Development Department
E3 Inspection Program

September 16, 2025

MAROWITZ ANDREW
1615 FAIRVIEW ST
BERKELEY CA 94703-2363

RE: NOTICE OF VIOLATION AND WARNING OF ADMINISTRATIVE CITATION FOR 1615 FAIRVIEW ST

Dear Property Owner:

It has come to our attention that you submitted an inaccurate E3 Exemption Declaration form indicating your property at 1615 Fairview is not subject to E3 Inspection Program requirements. You falsely stated that your property does not have exterior elevated elements, has fewer than three units, and is a residential condo building. This is to notify you that you are in violation of Section 19.40.040 of Berkeley Municipal Code (BMC). BMC Chapter 19.40 requires owners of buildings with three or more dwelling or sleeping units to hire a licensed or certified professional to inspect the building's exterior elevated elements and verify that the elements are in general safe condition, adequate working order, and do not exhibit signs of deterioration, decay, corrosion or similar damage that could pose a safety concern and there is no evidence of active water intrusion in concealed spaces of the inspected elements. Per BMC 19.40.040, cyclical inspections shall be completed by March 31, 2022 and every six years thereafter.

As of the date of this letter, the City has not received an Inspection Certification form for the current E3 cycle certifying that your building's exterior elevated elements are in a general safe condition and free of deterioration that could pose a safety hazard.

If you do not submit an E3 Inspection Certification form within 30 days of the date of this letter, you will receive an initial administrative citation of $1,000. Additional fines of increasing amounts may be issued subsequently on a monthly basis until you have your property inspected and submit an Inspection Certification form. You have until October 16, 2025 to submit your Inspection Certification form. If you fail to pay citation penalties, the total amount plus any administrative fees will be added to your property tax as a special assessment lien.

For additional information, please visit the City of Berkeley website at https://berkeleyca.gov/doing-business/operating-berkeley/landlords/exterior-elevated-elements-inspection-program-e3

Sincerely,

Galadriel Burr
Community Services Specialist III
Building and Safety Division

1947 Center Street, Berkeley, CA 94704 Tel: 510. 981.7526 TDD: 510.981.7474 Fax: 510. 981.7450
E-mail: e3@berkeleyca.gov – https://berkeleyca.gov/doing-business/operating-berkeley/landlords/exterior-elevated-elements-inspection-program-e3

PROOF OF SERVICE

I, the undersigned, certify that I am employed in the City of Berkeley, County of Alameda, California; that I am over the age of eighteen years and not a party to the within action; that my business address is **1947 Center Street, 3rd Floor**, Berkeley, California 94704. On this date, I served a City of Berkeley Notice of Warning of Administrative Citation for **1615 FAIRVIEW ST** and Compliance with Berkeley Municipal Code 19.40.

MAROWITZ ANDREW
1615 FAIRVIEW ST
BERKELEY CA 94703-2363

by the following means of service:

X By First Class Mail - I am readily familiar with the City's practice for collection and processing of correspondence for mailing. Under that practice, the correspondence is deposited with the U.S. Postal Service on the same day as collected, with first-class postage thereon fully prepaid, in Berkeley, California, for mailing to the office of the addressee following ordinary business practices.

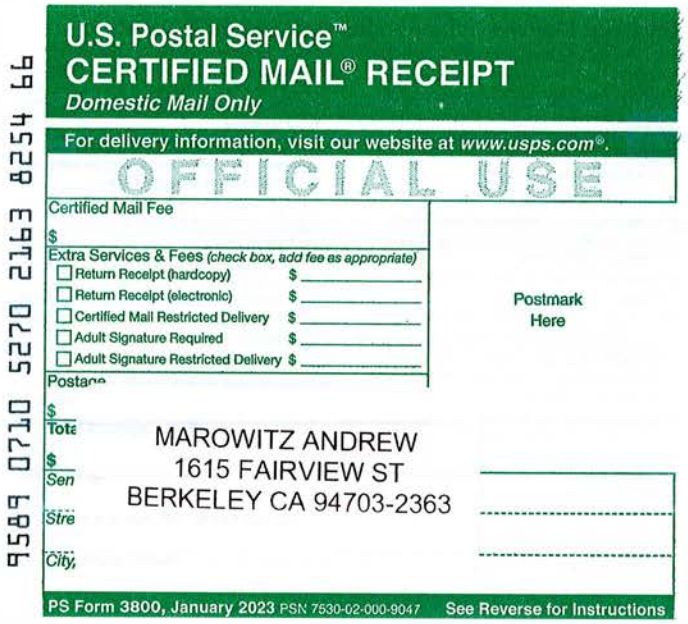
X By Certified Mail, Return Receipt Requested - I am readily familiar with the City's practice for collection and processing of correspondence for mailing. I prepared the notice to be sent by certified mail by the U.S. Postal Service on the same day as collected, with first-class postage thereon fully prepaid, in Berkeley, California, for mailing to the office of the addressee following ordinary business practices.

___ By Posting - I posted the citation in a conspicuous place on the property of the person whose name appears above, specifically:

_____
Description of location where posted

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed on **September 16, 2025** at Berkeley, California.

Galadriel Burr



9589 0710 5270 2163 8254 66

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at *www.usps.com®*.

OFFICIAL USE

Certified Mail Fee
$

Extra Services & Fees *(check box, add fee as appropriate)*
- ☐ Return Receipt (hardcopy) $ _____
- ☐ Return Receipt (electronic) $ _____
- ☐ Certified Mail Restricted Delivery $ _____
- ☐ Adult Signature Required $ _____
- ☐ Adult Signature Restricted Delivery $ _____

Postage
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Postmark Here

MAROWITZ ANDREW
1615 FAIRVIEW ST
BERKELEY CA 94703-2363

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

Planning & Development Department
Building and Safety Division
Housing Code Enforcement

HOUSING CODE ENFORCEMENT
AUG 10 2021
RECEIVED BY:

EXTERIOR ELEVATED ELEMENTS INSPECTION PROGRAM EXEMPTION DECLARATION

Property owners or property managers: Please complete this declaration only if the inspection certification requirements of Section 601.4 of the Berkeley Housing Code do not apply to your property. Submit this declaration online at www.cityofberkeley.info/E3/ or by mail to be removed from the City's inventory of buildings subject to the program.

PROPERTY INFORMATION:

Building Address: 1615 FAIRVIEW ST. BERKELEY CA 94703

Building Type: (Select one)

- ☐ Apartment House
- ☐ Congregate/Boarding/Dormitory/Fraternity/Sorority
- ☐ Other (Live/work, Tenants in Common, Clubhouse, Convent, Residential Assisted Living Facility, Social Rehabilitation Residential Facility)
- ☒ Residential Condo Building
- ☐ Hotel/Motel
- ☑ N/A (See Below) MULTI-UNIT HOUSE

REASON FOR EXEMPTION:

Inspection Certification requirements do NOT apply to this building because (select all that apply):

- ☒ Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building.
- ☑ This building is not an R-1 or R-2 occupancy. It does not have 3 or more dwelling units and is not one of the other building types listed above. (Please note, R-1 and R-2 occupancies as defined in the California Building Code do not correspond to Berkeley's R-1 and R-2 zoning districts.)
- ☐ There are more than 2 units on the parcel BUT no more than 2 units in any building.
- ☐ This a Single Family Dwelling (SFD) or Duplex.

PROPERTY OWNER:

Name of Property Owner: ANDREW MAROWITZ
Name of Property Management Company (if applicable): _____
Mailing Address: 1615 FAIRVIEW ST. BERKELEY CA 94703
Phone #: 510-356-6813 E-mail: _____

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

ANDREW MAROWITZ — Name
Signature
AUG 1, 2021 — Date

If you have any questions, contact Housing Code Enforcement staff at (510) 981-5444. **Submit completed & signed declarations online at** www.cityofberkeley.info/E3/ **or send to Housing Code Enforcement at 1947 Center Street, 3rd Floor, Berkeley, CA 94704.**

ENTERED 052 1543514 00

EXTERIOR ELEVATED ELEMENTS INSPECTION PROGRAM
INSPECTION CERTIFICATION

Planning & Development Department
Building and Safety Division
Housing Code Enforcement

HOUSING CODE ENFORCEMENT

JUL 05 2016
RECEIVED BY:

This certification must be completed by a licensed professional. Complete the form online at www.cityofberkeley.info/E3/ or complete this hard copy and send it by mail to Housing Code Enforcement at 2120 Milvia Street, Berkeley, CA 94704.

LICENSED PROFESSIONAL INFORMATION:

Type of professional:

- ☒ General Contractor
- ☐ Architect
- ☐ Civil Engineer
- ☒ Structural Engineer
- ☐ Structural Pest Control Operator (for wood-framed elements only)

Name of Licensed Professional: JON CLARK Company: Ironwood Engineering CONST. CO.
Mailing Address: P.O. BOX 7190, BERKELEY, CA. 94707
License #: ~~C-44427~~ 44427 Phone #: 510-367-9014 E-mail: ironengineering.com

PROPERTY INFORMATION:

Building Address: 1615 FAIRVIEW ST. **Year Built** 1910 **Number of Units** 4
Property Owner Name(s): ANDREW MAROWITZ
Property Owner Email (if available): andrewmarowitz@sbcglobal.net

Building Type: (Select one)

- ☒ Apartment House
- ☐ Congregate/Boarding/Dormitory/Fraternity/Sorority
- ☐ Other (Live/work, Tenants in Common, Clubhouse, Convent, Residential Assisted Living Facility, Social Rehabilitation Residential Facility)
- ☐ Residential Condo Building
- ☐ Hotel/Motel

VERIFICATION BY LICENSED PROFESSIONAL:

☒ Wood-framed or steel-framed exterior elements elevated more than 30 inches above adjacent grade EXIST at the subject building. Check all that apply

Elements:

☐ Balconies/Decks ☒ Stairways/Landings ☒ Guardrails/Handrails ☐ Walkways/Terraces

Materials:

☒ Regular Sawn Lumber ☐ Engineered Lumber ☒ Pressure Treated Wood
☒ Naturally Durable Wood ☐ Steel

At the time of my inspection on June 28th, 2016 6-30-16,
☒ All elevated wood-framed and steel-framed decks, balconies, landings, stairway systems, walkways, terraces, guardrails, handrails, or any parts thereof in weather-exposed areas at the subject building did not exhibit signs of hazardous deterioration, decay, corrosion or similar damage that could pose a safety concern and there was no evidence of active water intrusion in concealed spaces of the inspected elements.

☐ Corrective Work is required. Briefly describe work and locations: _____

If the box is checked indicating that corrective work is required, apply for a permit within 60 days of the date on this form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 90 days of permit issuance. 6-30-16

Signature of Licensed Professional indicated above

June 28th, 2016
Date Signed

If you have any questions, please contact Housing Code Enforcement staff at (510) 981-5444.

052 1545019000

Planning & Development Department
Building and Safety Division
Housing Code Enforcement

EXTERIOR ELEVATED ELEMENTS INSPECTION PROGRAM
EXEMPTION DECLARATION

RECEIVED
MAR 14 2016
BERKELEY PERMIT SERVICE CENTER

RECEIVED
MAR 04 2016

RECEIVED BY:

Property owners or property managers: Please complete this declaration only if the inspection certification requirements of Section 601.4 of the Berkeley Housing Code do not apply to your property. Submit this declaration online at www.cityofberkeley.info/E3/ or by mail to be removed from the City's inventory of buildings subject to the program.

PROPERTY INFORMATION:

Building Address: 1615 FAIRVIEW ST.

Building Type: (Select one)

- ☐ Apartment House
- ☐ Congregate/Boarding/Dormitory/Fraternity/Sorority
- ☐ Other (Live/work, Tenants in Common, Clubhouse, Convent, Residential Assisted Living Facility, Social Rehabilitation Residential Facility)
- ☐ Residential Condo Building
- ☐ Hotel/Motel
- ☐ N/A (See Below)

REASON FOR EXEMPTION:

Inspection Certification requirements do NOT apply to this building because (select all that apply):

- ☒ Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building.
- ☐ This building is not an R-1 or R-2 occupancy. It does not have 3 or more dwelling units and is not one of the other building types listed above. (Please note, R-1 and R-2 occupancies as defined in the California Building Code do not correspond to Berkeley's R-1 and R-2 zoning districts.)
- ☐ There are more than 2 units on the parcel BUT no more than 2 units in any building.
- ☐ This a Single Family Dwelling (SFD) or Duplex.

PROPERTY OWNER:

Name of Property Owner: ANDREW MARKOWITZ
Name of Property Management Company (if applicable): _____
Mailing Address: 6300 SAN PABLO AVE
Phone #: 510-356-6813 E-mail: _____

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

ANDREW MARKOWITZ		MARCH 1ST, 2016
Name	Signature	Date

If you have any questions, contact Housing Code Enforcement staff at (510) 981-5444. **Submit completed & signed declarations online at** www.cityofberkeley.info/E3/ **or send to Housing Code Enforcement at 2120 Milvia Street, Berkeley, CA 94704.**

Fairview St

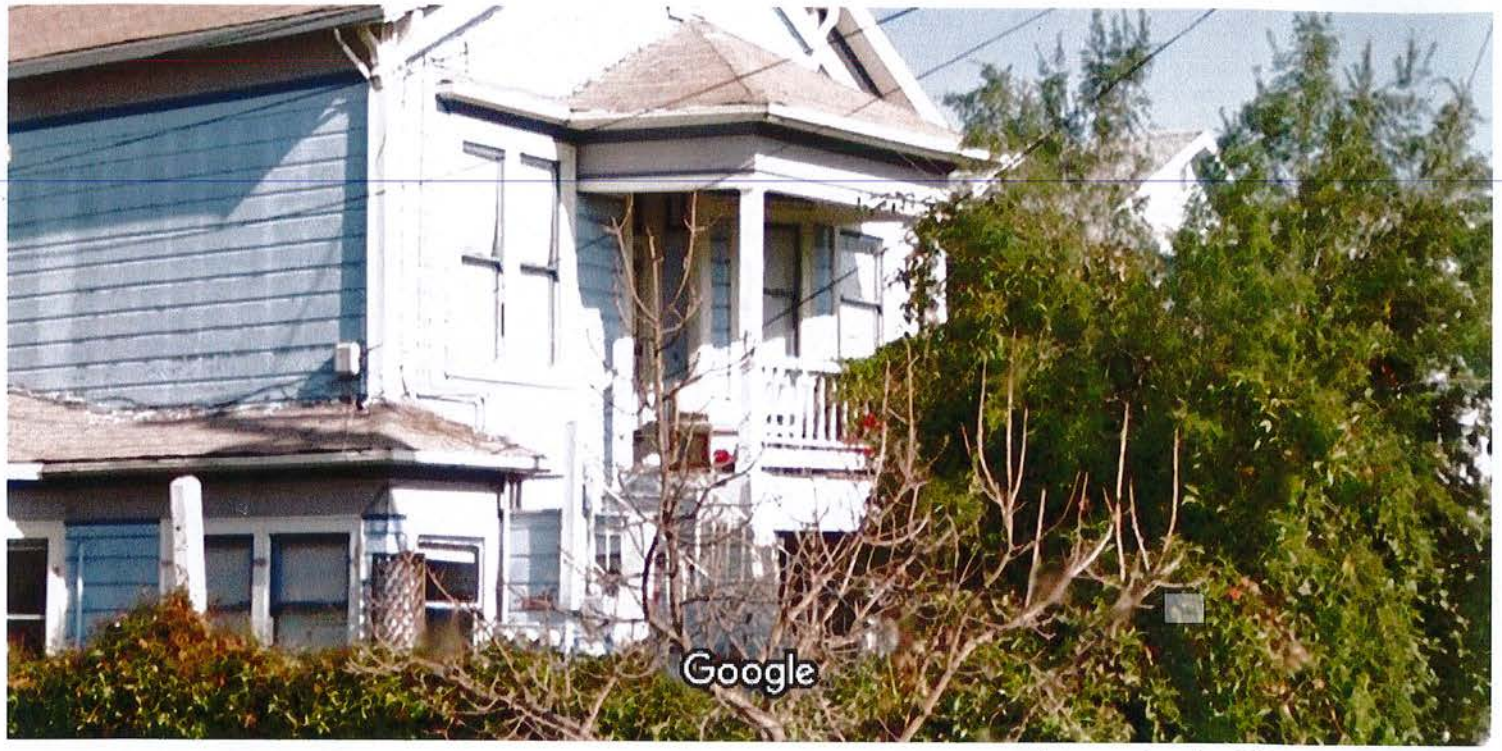


Image capture: Jan 2015 © 2016 Google

Berkeley, California

Street View - Jan 2015



Google Maps

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, November 14, 2025 1:26 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Request for waiver of penalty payment administrative citation

https://www.theguardian.com/us-news/gallery/2015/jun/17/berkeley-balcony-collapse-california-pictures

This photo was taken by the guardian, as referenced above. If you go to that website and initiate the search as stated aboe, that website will allow you to enlarge/ blow up the photo to double size, thereby clearly showing the distance of the balcony and the exterior wall, as closely estimated by the guy using the tape measure. By my eye, he is measuring 16-18" from the wall, for ALL of the beams, not just a few..

BUT the Getty photo that I provided demonstrates that the balcony floor beams broke off right at the building for four out of seven of those beams. INCREDIBLE !!!

This means that a decision was made to tamper with the beams, by shortening them, and arguing that water penetration and wood rot was the basis for the collapse, not the weight and number of people. Assuming that the distance by the tape measure was 16/18" , that is not quite half of the 48" deep balcony, which is where the sloping angle begins. And the balcony flipped over and was perched upside down on the lower balcony

It also deflects away from the notion that pressure treated lumber was never used and never required, an undeniable flaw of the building code and the building official. BUT, tampering with evidence???? WOW !!!!

This, then, was a full blown cover up by the City and the building dept.

Where are the photos that were taken from the investigation of that balcony? What entity was the investigative team?

Andrew Marowitz 510-356-6813



From: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Sent: Wednesday, November 5, 2025 4:48 PM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: Request for waiver of penalty payment administrative citation

Dear Mr. Marowitz,

If you are cited, you may appeal a citation, and you may submit a Request for Waiver of Penalty Payment Administrative Citation Issued in the City of Berkeley, with accompanying documentation. You have not been issued a citation. Therefore, you do not have a citation to appeal and have no reason to submit a Request for Waiver of Penalty Payment Administrative Citation.

Sincerely,

Jenny McNulty, Resilient Buildings Program Manager

Special Projects / Building & Safety Division

Phone: (510) 981-7451

Email: jmcnulty@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, November 5, 2025 4:32 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Unreasonable hardship exception

Is this an appropriate form and format to request a financial hardship waiver of the unaffordable costs of the EEE compliance mandates? SEE BELOW.

Mr. Klein : I just discovered yet another question that relates to the basis for my Appeal. I asked Mr. Lopez, what is the unreasonable hardship exemption criteria, because I believe that my income level would result in me being eligible.

Mr. Lopez stated that there is no exemption for residential properties, only commercial properties.

What I clearly alluded to is my financial limitations, of which Mr. Lopez should have recognized that was my concern. He should have directed me to this request for waiver of payment. BUT I have not been issued a citation of any sort. Mr. Lopez is not in the business of providing assistance to individuals. He is in the business of imposing his authority and generating revenue for the City. Thank you very much.

I just discovered this financial needs "Request for Waiver of Penalty Payment Administrative Citation Issued in the City of Berkeley"

The person requesting the waiver will, following completion of the review by the processing agency and/or the issuing agency, be mailed the results of the review. Please complete this form and submit it to: City of Berkeley City Manager's Office 2180 Milvia Street Berkeley, CA 94704 Please note that you are making this application under penalty of perjury. Any information omitted may result in the denial of this motion. I hereby request a temporary waiver of the required deposit of penalty and that the City of Berkeley City Manager's Office proceed to schedule the appeal on the listed Administrative Citations for the following reasons:

_____
_____
_____
_____
_____
_____ _____
Date: _____ Total Amount Due: $ _____ Citant's Name:
_____ Telephone: ( ) __ Citation #: _____
_____ _____ _____

_____ _____ Address:
_____
_ Street City State Zip Social Security # _____-_____-_____ CDL
#_____ FINANCIAL INFORMATION: Employer Name:
_____
Employer Address:
_____
Street City State Zip 1. EMPLOYMENT 2. SUPPORTED BY: 3. PERSONS SUPPORTED: _____
Employed _____ Self _____ Self _____ Full Time _____ Spouse _____ Spouse _____ Part Time
_____ Parents _____Children (# of) _____ _____ Unemployed _____ Welfare _____ Other
_____ _____ Student _____ S.S.I. _____ Total _____ _____ Disabled _____
A.F.D.C. _____ Homemaker _____ Unemployment _____ Military _____ Other:
_____ _____ Other : _____ FOR CITY OF BERKELEY CITY MANAGER'S
OFFICE USE ONLY: WAIVER OF PENALTY: [ ] GRANTED [ ] DENIED
_____ Date
_____ 4. Monthly gross income (include income from all earnings of
your household) $ _____ a. Pay Schedule: Weekly Bi-Weekly: Monthly
(Please enter the date for monthly) NOTE: YOU MUST PROVIDE PAY CHECK STUBS FOR ONE
MONTH OR VERIFICATION OF OTHER SOURCE OF INCOME. b. Payroll deductions are (specify
purpose and amount): (1)_____
$_____ (2)_____
$_____ (3)_____
$_____ (4)_____
$_____ (5)_____
$_____ Total Payroll Deductions $_____ c. Net Income
(take home pay) $_____ d. Other money received each month (specify
source and amount): NOTE: MUST PROVIDE OFFICIAL DOCUMENT OF PROOF OF INCOME. (1)
_____ $_____ (2)
_____ $_____ TOTAL
$_____ e. TOTAL MONTHLY INCOME (c+d) $_____ 5.
ASSETS: (Value) MONTHLY EXPENSES: Motor Vehicle(s) $_____
Rent/Mortgage $_____ Home $_____ Utilities
$_____ Property $_____ Loans/Credit Card(s)
$_____ Savings Account (s) $_____ Food/Clothing
$_____ Checking Account(s) $_____ Transportation
$_____ Cash on Hand $_____ Medical/Dental Payments
$_____ All Other $_____ All Other $_____
TOTAL ASSETS $_____ TOTAL EXPENSES $_____ I understand if

I am found liable I will be required to pay the delinquent amount due. I further understand if I fail to resolve this matter I may be subject to one of the following: 1. A trial in civil court with subsequent garnishment of my earnings. 2. A lien placed against my California Franchise Tax return. 3. This claim assigned to a collection agency. Signature:
_____ Date _____

From: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Sent: Wednesday, November 5, 2025 4:12 PM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: Re: Unreasonable hardship exception

Dear Mr. Marowitz,

You have appealed a determination of the Building Official and stated your concerns in your appeal. The next step in the process is the appeal hearing. The Building and Safety Division will provide a report to the Housing Advisory Appeal responding to the points you raised in your appeal, along with your appeal letter and any documents pertaining to the Exterior Elevated Elements case at 1615 Fairview. I will mail these materials to you at least ten days in advance of the hearing. You requested a hearing date in January, rather than an earlier date in November.

Sincerely,

Jenny McNulty, Resilient Buildings Program Manager
Special Projects / Building & Safety Division
Phone: (510) 981-7451
Email: jmcnulty@berkeleyca.gov

From: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Sent: Wednesday, November 5, 2025 3:29 PM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: Unreasonable hardship exception

Dear Mr. Marowitz,

In the Building Code, an unreasonable hardship exception is specific to mandated accessibility upgrades when alterations to a building are proposed under a building permit, and where the cost to comply with accessibility requirements would cost disproportionately to the overall cost of the project. It only applies to non-residential public accommodations and public housing. The miscellaneous fee to review unreasonable hardship exceptions does not apply to the inspection requirement for Exterior Elevated Elements.

Sincerely,

Jenny McNulty

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, November 5, 2025 2:35 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Automatic reply: Scheduling a Hearing for your Appeal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. Mcnulty:

Last question.

What is the criteria for implementing the Unreasonable Hardship Exception, or more commonly described as the Hardship Waiver, as set forth on the Fee Schedule of July 17th,2025 as set forth by City Council, in Resolution 71, 834 N. S. Chapter XVII, Miscellaneous, on Page 5.?

Andrew Marowitz

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Monday, November 3, 2025 10:44 AM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Automatic reply: Scheduling a Hearing for your Appeal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. McNulty:

I have submitted several questions and sought information regarding issues of the EEE compliance mandate, and you are considered as the Director of the EEE program.

You indicated that you would be out/ unavailable until this week.

Accordingly, could you please address my questions.

I don't remember how many and exactly which questions I asked, so I will repeat some/all of them.

1) What is the EEE appropriate and proper Appeal fee, factoring into that question is the added priority in the EEE FAQs that the fee should not be so much , so as to deter a person or persons from Appealing?

2) Why was my interest to Appeal forwarded to Mr. Lopez, as Building Official, rather than Galareal Burr forwarding my emails to her Direct Supervisor, who she refused to identify, and then Mr. Jensen,as manager, and then YOU , as Director? All of these people ,apparently were by-passed, and Mr. Lopez intervened, and imposed his unlimited interpretive determination authority to discretionarily to decide that the Appeal Fee shall be $1000, not $250m as referenced in the Fee Schedule Set by City Council on July 17th,2025, where it states " Any fee not explicitly covered by this fee schedule, shall have a fee of $250, from the Fee schedule of resolution # 71, 834 N.S. Chapter XVII Miscellaneous, Page 5.??

3) The creation of the EEE compliance mandates, both Berkeley and Stat eLaw were based on the balcony collapse of 2015. The finger pointing blame was placed on the developer for not caulking and water penetration leading to wood rot.

But, for some absurd reason, NO one, not one person ever considered, publicly, that the primary cause of the balcony collapse was due to OVER LOAD of weight and persons causing extreme stresses on the balcony, a 4' x 8' balcony = 32 square feet. There were at least 13 people on that balcony , six of which died instantly, and 7 critically injured. 13 people , male and female, thin, medium and heavy weights, adds up to 2300 pounds of moving load, (more than a

TON) not a staic load, and for a duration of time of at least 30 minutes. There were party folks inside the apartment who also came onto the balcony to smoke, not wanting smoke inside the apartment. Add another 700 pounds of weight= 3000 pounds at moments, concentrated in a tightly confined space.

I have engaged in substantial research, which states that 13, or more people were packed in like sardines, and created a dangerous condition. I asked Mr. Lopez,as building Official to conduct a load bearing stress calculation. He refused, and sent the email to the Planning Direcotr, who instructed me to stop sending any further emails to Mr. Lopez,and who has refused to address the issue , whatsoever, of the balcony collapse and the over load of people and weight over a longer duration of time.

They refuse to even speak on the topic, dodging all my repeated inquiries of this issue, which is a form of dishonesty by omission.

EEE and state law was based on that balcony collapse. Had it not occurred , there would never have been any EEE laws, rules, or requirements of any sort, much more a laundry list of additional requirements. And the argued basis for the collapse is mis-information and mischaracterization, , arguably a pack of lies.

I believe this is why no one wants to speak on this issue of overload and related stresses. So, NOW there is a laundry list of reulations, and regulations always creates revenues by fees and enforcement penalties for non compliance.

I have recommended that any balcony be treated EXACTLY like an elevator, with posted warning placards limiting weight and number of people, to ??? 4-5 and 800-900 pounds. This would ,effectively solve the problem without the need of EEE inspections, and which generates a large sum of revenue for the City of Berkeley, and places a large financial burden on impacted property owners. Government at its worst.

So, the question is, why is everyone, probably including yourself, knowingly and willfully avoiding addressing this issue, an extremely relevant basis for consideration. It is tantamount to the EEE complaince mandate being based on a fruad by omission of the overload of stresses cusing the collapse. Even if there was some wood rot, if only 4-5 people would have been on that balcony, it would not have collapsed. If the 13 or more people were on that balcony for only a few minutes, the balcony would not have collapsed. According to my research, the space/area necessary to fit a single person requires 2.67 square feet. multiply that by 13 , results in 34.71 square feet, more than 32 square feet, more than the balcony dimensions= SARDINES tightly packed. A Dangerous condition.

Had the building code required pressure treated wood to support those balconies, even if there was water penetration, there would never have been wood rot.

So, for the record, I ask you, why is EVERYONE ducking the question and issue of the primary reason for the collapse was due to OVER LOAD stresses of 13 pr more people over an extended time period. If you duck the question, why are you ducking/ avoiding the question?

4) Given that I am required to have my Appeal to be adjudicated by the Housing Advisory Comittee, what is the process of moving for disqualification of one (or more) of a person who is a committee member?

I want to move to disqualify Ms. Leah-Simon Weisberg, FOR CAUSE, for being such an extremely BIASED and radical tenant advocate for decades. There is no way in ther world she can be FAIR AND IMPARTIAL trier of fact, and would influence the thinking and decision making of the other volunteers, padding their resume, many of which have zero direct knowledge of buildings and building codes,etc, being employed as tech oriented individuals.

PLEASE RESPOND, as you stated you would.

Very Truly Yours, Andrew Marowitz

From: Klein, Jordan
Sent: Sunday, November 2, 2025 9:38 AM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: RE: I just reviewed the Housing Advisory Committee volunteers. , and at least one is seriously BIASED

>> I respectfully demand that she step away from my Appeal, before ANYTHING relating to my Appeal begins.

You can address your demand to the Housing Advisory Commission at hac@berkeleyca.gov or to City Council at council@berkeleyca.gov.

>> AND I ask you AGAIN, what is the proper Appeal fee, such that it is not construed as a deterrent of initiating an Appeal.. I am of the belief and opinion that $250, at most, should be the proper amount for an Appeal FEE

As we have conveyed to you repeatedly, the appeal fee is set in our Council-adopted fee schedule. There is no hardship provision for a reduction of the fee. Any reduction of the fee would require action by City Council, which staff will not pursue in this case. You may send a request for a fee waiver or reduction directly to City Council.

Jordan Klein

Director, Department of Planning & Development

City of Berkeley

Phone: (510) 774-1337

jklein@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Saturday, November 1, 2025 3:49 PM
To: Klein, Jordan <JKlein@berkeleyca.gov>
Subject: I just reviewed the Housing Advisory Committee volunteers. , and at least one is seriously BIASED

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Klein, for the record, I respectfully demand that Ms. Leah Simon Weisberg recuse herself from my Appeal, as SERIOUSLY BIASED as a totally TENANT favoring Volunteer.

It would be IMPOSSIBLE for her to be FAIR AND IMPARTIAL at my Appeal. She MUST RECUSE HERSELF. I have here entire resume in front of me. SHE IS TOXIC TO RENTAL HOUSING PROVIDERS. SHE WILL UNDOUBTEDLY INFLUENCE AND STEER ALL OF THE COMMISSIONERS TO BE BIASED, .

AND THAT IS IF THEY ARE NOT ALSO BIASED THEMSELVES.

As you know, I have repeatedly asked you whether the Housing Advisory Committee will be FAIR AND IMPARTIAL. And you have repeatedly avoided responding to that question, which screams

LOUDLY, that the Housing Advisory Committtee, all volunteers, most having little to no experience or direct knowledge in EEE compliance mandates, or hands on housing repairs and the like, and "appointed " by the respective City Council Person of that specific District.

I could raise some SERIOUS concerns of Mr. Bartlett's appointee, but I will reserve that concern until I ask him of his qualifications and ability to be FAIR AND IMPARTIAL, his degrees that he acquired in prison, etc

But, Ms. Weisberg is so EXTREME , that any person in my capacity, reviewing her resume, would think exactly the same as me. SHE IS A RADICAL TENANT ADVOCATE, in every sense of her resume.

AGAIN< this is for the record, and I respectfully demand that she step away from my Appeal, before ANYTHING relating to my Appeal begins.

AND I ask you AGAIN, what is the proper Appeal fee, such that it is not construed as a deterrent of initiating an Appeal.. I am of the belief and opinion that $250, at most, should be the proper amount for an Appeal FEE

As Planning Director, PLEASE RESPOND . This is certainly a reasonable question, and deserves to be answered, if you, yourself, are not totally BIASED.

Andrew Marowitz

Andrew Marowitz 510-356-6813

From: Klein, Jordan
Sent: Friday, October 31, 2025 1:00 PM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: RE: Request for information regarding the 2015 balcony collapse tragedy

Mr. Lopez has correctly advised you that based on codified regulations, a hardship waiver does not apply to your case.

Jordan Klein

Director, Department of Planning & Development

City of Berkeley

Phone: (510) 774-1337

jklein@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 31, 2025 10:42 AM
To: Klein, Jordan <JKlein@berkeleyca.gov>
Subject: Re: Request for information regarding the 2015 balcony collapse tragedy

Mr. Klein : I just discovered yet another question that relates to the basis for my Appeal. I asked Mr. Lopez, what is the unreasonable hardship exemption criteria, because I believe that my income level would result in me being eligible.

Mr. Lopez stated that there is no exemption for residential properties, only commercial properties.

What I clearly alluded to is my financial limitations, of which Mr. Lopez should have recognized that was my concern. He should have directed me to this request for waiver of payment. BUT I have not been issued a citation of any sort. Mr. Lopez is not in the business of providing assistance to individuals. He is in the business of imposing his authority and generating revenue for the City. Thank you very much.

I just discovered this financial needs "Request for Waiver of Penalty Payment Administrative Citation Issued in the City of Berkeley"

The person requesting the waiver will, following completion of the review by the processing agency and/or the issuing agency, be mailed the results of the review. Please complete this form and submit it to: City of Berkeley City Manager's Office 2180 Milvia Street Berkeley, CA 94704 Please note that you are making this application under penalty of perjury. Any information omitted may result in the denial of this motion. I hereby request a temporary waiver of the required deposit of penalty and that the City of Berkeley City Manager's Office proceed to schedule the appeal on the listed Administrative Citations for the following reasons:

_____
_____
_____
_____
_____
_____ _____
Date: _____ Total Amount Due: $ _____ Citant's Name:
_____ Telephone: ( ) __ Citation #: _____
_____ _____ _____
_____ _____ Address:
_____
_ Street City State Zip Social Security # _____-_____-_____ CDL
#_____ FINANCIAL INFORMATION: Employer Name:
_____
Employer Address:
_____
Street City State Zip 1. EMPLOYMENT 2. SUPPORTED BY: 3. PERSONS SUPPORTED: _____
Employed _____ Self _____ Self _____ Full Time _____ Spouse _____ Spouse _____ Part Time
_____ Parents _____Children (# of) _____ _____ Unemployed _____ Welfare _____ Other
_____ _____ Student _____ S.S.I. _____ Total _____ _____ Disabled _____
A.F.D.C. _____ Homemaker _____ Unemployment _____ Military _____ Other:
_____ _____ Other : _____ FOR CITY OF BERKELEY CITY MANAGER'S
OFFICE USE ONLY: WAIVER OF PENALTY: [ ] GRANTED [ ] DENIED
_____ Date
_____ 4. Monthly gross income (include income from all earnings of

your household) $ _____ a. Pay Schedule: Weekly Bi-Weekly: Monthly (Please enter the date for monthly) NOTE: YOU MUST PROVIDE PAY CHECK STUBS FOR ONE MONTH OR VERIFICATION OF OTHER SOURCE OF INCOME. b. Payroll deductions are (specify purpose and amount): (1)_____
$_____ (2)_____
$_____ (3)_____
$_____ (4)_____
$_____ (5)_____
$_____ Total Payroll Deductions $_____ c. Net Income (take home pay) $_____ d. Other money received each month (specify source and amount): NOTE: MUST PROVIDE OFFICIAL DOCUMENT OF PROOF OF INCOME. (1)
_____ $_____ (2)
_____ $_____ TOTAL
$_____ e. TOTAL MONTHLY INCOME (c+d) $_____ 5. ASSETS: (Value) MONTHLY EXPENSES: Motor Vehicle(s) $_____
Rent/Mortgage $_____ Home $_____ Utilities
$_____ Property $_____ Loans/Credit Card(s)
$_____ Savings Account (s) $_____ Food/Clothing
$_____ Checking Account(s) $_____ Transportation
$_____ Cash on Hand $_____ Medical/Dental Payments
$_____ All Other $_____ All Other $_____
TOTAL ASSETS $_____ TOTAL EXPENSES $_____ I understand if I am found liable I will be required to pay the delinquent amount due. I further understand if I fail to resolve this matter I may be subject to one of the following: 1. A trial in civil court with subsequent garnishment of my earnings. 2. A lien placed against my California Franchise Tax return. 3. This claim assigned to a collection agency. Signature:
_____ Date _____

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 31, 2025 10:01 AM
To: Klein, Jordan <JKlein@berkeleyca.gov>
Subject: Re: Request for information regarding the 2015 balcony collapse tragedy

Mr. Klein:

1) according to the guidelines for EEE Appeals, the Planning Commission is the proper Appeal hearing official. I specifically read that.

2) according the the guidelines for the Housing Advisory Hearing Appeals, their specific responsibility for hearing Appeals is for BUILDING VIOLATIONS, NOT EEE Appeals. I am not Appealing a building code violation, nor am I being subjected to a building code violation, but the EEE inspection mandate. If I'm correct, the proper and correct trier of Appeals is the Planning Commission, not the Housing Advisory Committee.

I feel like I'm being bullied by authorities interpreting rules any way they choose.

Please review the EEE Appeals processes for the reference of Appeals to the Planning Commission. Perhaps you can email the specific rules that reference wither and / or both.

And why do you continue to refuse to address ANY of my other reasonable inquiries for information and /or questions that I seek responses to ? Are my questions and requests unreasonable?

Andrew Marowitz 510-356-6813

On Friday, October 31, 2025 at 09:48:05 AM PDT, Klein, Jordan <jklein@berkeleyca.gov> wrote:

Mr. Marowitz:

You submitted an appeal of a determination of the Building Official. Per the Berkeley Municipal Code chapter 19.44, the Housing Advisory Commission and not the Planning Commission is responsible for hearing and making a determination regarding this appeal. Jenny McNulty, working under my overall direction, is responsible for coordinating with you to schedule the appeal hearing.

Jordan

Jordan Klein

Director, Department of Planning & Development

City of Berkeley

Phone: (510) 774-1337

jklein@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 31, 2025 9:31 AM
To: Klein, Jordan <JKlein@berkeleyca.gov>
Subject: Re: Request for information regarding the 2015 balcony collapse tragedy

Mr. Klein:

A few days ago, you emailed me for the express purpose of scheduling my Appeal, presumably with the Berkeley Planning Commission, per the rules of Appeal for EEE.

Then, for some reason, the following day, Ms. McNulty emails me for the exact same purpose, and wants to schedule an Appeal ASAP, but with the Housing Advisory Committee, which is NOT the Planning Commission. Further, the Appeals that the Housing Advisory Committee, is for Appeals regarding Building Violations, not EEE inspections.

Accordingly, how and why did Ms. McNulty ALSO initiate contact for the purpose of an Appeal, and with the Housing Advisory Committee? This is a duplicated event, and causes confusion, as well as more people involved.

Please address this concern and respond. Thank you for your expected response.

PLEASE DO NOT STAY SILENT ON THIS ISSUE.

Sincerely, Andrew Marowitz 510-356-6813

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 10:59 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Automatic reply: Scheduling a Hearing for your Appeal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. McNulty:

It just occurred to me that, now Mr. Lopez can argue that 4 individuals have been in contact with me, and which then justifies have 4 staff people for several hours , to justify the $1000 Appeal Fee.

Simply have the Planning Director and the EEE Director initiate a communication, thereby having an exchange , and thereby being a relevant witness.

Ad Mr. Lopez, and Ms. Burr, and Mr. Lopez has 4 individuals .

But, ironically, not one of these four have answered any of my questions that will address any of my bases for Appeal. Silence is the agenda. Don't address any requests for information, and don't respond to any questions he might ask. Don't arm Marowitz with information.

In the interests of justice, I can only hope that I receive said responses and requests for information , in a FAIR AND IMPARTIAL MANNER. .

I will not get angry. I will not get angry.

Sincerely, Andrew Marowitz

On Thursday, October 30, 2025 at 06:11:40 PM PDT, McNulty, Jenny <jmcnulty@berkeleyca.gov> wrote:

Thank you for your email. I am out of the office returning Monday Nov 3 and will respond to your message then.

Best regards,

Jenny McNulty, Resilient Buildings Program Manager
City of Berkeley, Building and Safety Division
1947 Center Street, 3rd floor, Berkeley, CA 94704
Phone:(510) 981-7451
Email: jmcnulty@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 6:23 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Scheduling a Hearing for your Appeal

Ms. McNulty:

I will add that the Appeal Fee check of $1000 has already been debited against my checking account. The fee, in my belief and opinion is obscenely high, and as already stated, was interpreted by Mr. Lopez, as a deterrent to Appealing, and apparently , you are not issuing any comment on this subject matter. I can't afford the $1000 appeal fee, but I needed to Appeal. The EEE system is filled with injustices, and I need for you to know it.

All I am requesting is truth, open and forthcoming. All I want is reasonable and honest responses to my questions.

Please respond.

Andrew Marowitz

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 6:14 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Scheduling a Hearing for your Appeal

Ms. Mcnulty:

Am I not entitled to responses to my questions? If not, why not? If so, then PLEASE respond to my questions, as Director of the EEE program.

Andrew Marowitz

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 6:11 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Scheduling a Hearing for your Appeal

Ms. Mcnulty:

Is it unreasonable that I seek answers and responses? As director, why can't /won't you provide responses to my questions?

You don't know me, and I don't know you. But , I truly think and believe that my questions are not unreasonable and seeks truths.

So, why are you not responding to them? Are we seeking the truth , or doing everything to avoid the truths? I had hoped that you would be FAIR AND IMPARTIAL. Not responding to my questions is suggestive that you are not interested in being informative, FAIR AND IMPARTIAL.. It is becoming a pattern of BIAS and I suggest that you are fully aware of exactly what I am speaking of.

May I request an Appeal by the Planning Commossion, or will you be forcing the Housing Committee down my throat? Who comprises the Housing Committee? Am I allowed to know the individuals on that committee? How are they deemed as FAIR AND IMPARTIAL?

Respectfully, you appear to be on a mission. What is the proper and correct fee for engaging in an Appeal of the EEE compliance mandate? If that is not a FAIR AND REASONABLE question, I truly am unable to grasp why not?

Please respond to each of my questions, if you are about fairness and impartiality. Is there something improper about my questions?

Very Truly Yours, Andrew Marowitz 510-356-6813

On Thursday, October 30, 2025 at 03:09:09 PM PDT, McNulty, Jenny <jmcnulty@berkeleyca.gov> wrote:

Dear Mr. Marowitz,

Thank you for your response. Based on your preference, we will schedule your hearing at the January HAC meeting. I will be in touch with the meeting date and materials as we get closer.

Sincerely,

Jenny McNulty

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 1:22 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Scheduling a Hearing for your Appeal

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. Mcnulty:

First, it was my understanding from the rules of Appeals, that the body that hears Appeeals is the Berkeley Planning Commission. There was no mention of the Housing Advisory Committee.

Seondly, for some reason, the processing of my property , based on Galadriel Burr, and her steps taken for Appeal was to forward my emails to her Supervisor, of which there was apparently a direct supervisor, followed by Mr. Jensen ,as EEE manager, followed by you, as the EEE director, aside from your title as Resilient Building Program Manager, yet , somehow, for some reason, my emails and my intended Appeal was forwarded by someone to Mr. David Lopez, Building Official. Respectfully, I would like to find out exactrly how and why this bypassing of all of these intermediate supervisory personell occurred.

To me, this is very important, as I am inclined to believe that I was deprived of Procedural Due Process, by bypassing each of these intermediate Supervisory Personell, and going directly to Mr. Lopez.

Thirdly, I would like to know what the proper and correct Appeal Fee has been defined to be by City Council, as the $1000 Appeal Fee that Mr. Lopez arbitrarily decided is and was a deterrent

from Appealing , which I believe that Mr. Lopez intended, in order to motivate me to falling in line with compliance of the EEE compliance mandate.

As to allowing me an option of Early November or Early January, I believe I would prefer an early January date, which provides me with an opportunity to more thoroughly prepare my Appeal , to make inquiries with each party above Ms. Burr, and below Mr. Lopez, to find out exactly what and why Mr. Lopez involved himself.

Additionally, I wish to ask you,as City of Berkeley EEE director, regardless of your official title, if you are certain that City employees, staff, any Appeal conducted , can be conducted with TRUE FAIRNESS AND IMPARTIALITY. I am inclined to believe that any and every City of Berkeley employee has undeniable loyalty and allegiance to all other City of Berkeley employees, supervisors, as well as City of Berkeley protocols, policies, as well as protecting the City of Berkeley interests , no matter what, that each City employee will communicate with any and all supervisory personell, to decide on a course of decision making and action thatr will almost certainly protect and benefit the City of Berkeley and its staff.

"The City of Berkeley Housing Advisory Commission is a board that **advises the City Council on housing issues**, reviews and makes recommendations on housing programs, and hears appeals related to code violations. It advises on the allocation of funds for affordable housing, such as the Housing Trust Fund, and handles appeals from tenants and **property owners regarding building code violations**. The commission also reviews programs funded by grants like the Community Development Block Grant (CDBG) and makes recommendations for policies that promote social justice and address inequities in housing."

Google Search

I just pulled the above summary of the Housing Advisory Committee above.

Respectfully, Ms. Mcnulty, as of this moment , I question whether I have any official building code violations, as opposed to EEE compliance violation. Again, the entire intermediate supervisory personell was bypassed and forwarded to Mr. Lopez. WHY?

I also have not so respectfully demanded that I should be entitled to apply to the protocols, abd benefits and rights associated with the Rental Housing **Safety** Program, including the benefit of self certification, which therefrom relieves the City of Berkeley from potential financial liability if

a tenant is, somehow injured, the right to assert Owner Occupancy Exemption for his/her residential unit, and though I have a very obvious back -up. any vacant rental unit is also treated as exempt. The RHSP is a kinder, more liberal, more considerate set of protocols, while the EEE compliance mandates are EXTREMELY OVER_REACHING, creates victims out of any and every impacted stakeholder/ property owner, has no regard for that property owner in terms of financial burden.

Yet, Mr. Lopez refuses to recognize the RHSP in any way. I believe this is due, in part, to Mr' Lopez' authoritative ego, his undeniabe BIAS, and also, in part, because the EEE compliance mandate generates a ton of City of Berkeley revenue, based on the thousands of buildings that are subject to the EEE mandate, which the various employees , including Mr. Lopez , NEVER makes reference to.

Prior to this set of events, I had submitted a RHSP exemption form, which stated that 1) Apartment #4 is occupied by me, as sole Occupant / Owner Occupant, and therefore EXEMPT; 2) Because the City of Berkeley and the Rent Board neverendingly victimizes landlords, from which I absolutely hate being a landlord in the City of Berkeley, I have decided to keep my rental units vacant, which renders these units as EXEMPT, though they have no EEE components over 6 feet/ no components at all. And 3) I LOVE the right/ benefit/ privilege of self certification. I have been a remodeler for 35 years, and truly am competent, so self certification is perfect for my needs and interests, and causes the City of Berkeley relief from liability.

These EXEMPTIONS have been in place since 2020, and I have enjoyed the opportunity from being left alone and in peace from the oppressive authority of the City of Berkeley. I LOVE IT!!!!!!

I have spoken to Angel Sinewen, who wouldn't disagree with my perspective, but, due to the fact that he answers to his boss, Mr. Lopez,

he deferes to Mr. Lopez. The RHSP ,does , in fact make mention of Chapter 19 for the Exterior Elevated Elements guiidelines.

I have proposed to staff of state Assembly person, Jessie Arriguin. ex- Berkeley Mayor, that the Balcony Collapse was tragic, but that NO ONE, NOT ONE PERSON ever questioned the relevant issue of Load Bearing STRESSES on the fateful balcony incident. After substantial research, I have concluded that the balcony collapse was PRIMARILY caused by the OVERLOAD of persons and weight bearing stresses, and that the issue of failure to caulk, and residual water penetration was a secondary contributing factor

I have provided these research details to BOTH Mr. Lopez and to Mr. Jordan Klein, Planning Director, but surprizingly, neither wants to engage in a load bearing calculation to ascertain whether, or not, the stresses placed on that balcony, based on 12 young adults on a 32 square foot balcony was, in fact the primary cause of that fateful, tragic event.

Respectfully, I find such willful conduct as less than honest, less than truthful, less than FAIR AND IMPARTIAL.

In any case, when I spoke to Mr. Arriguin's staff person, she asked ME for my research details, as well as MY proposed solutions that might adjust the State LAW, without completely changing the law.

AND SO, I submitted my research that stated that 12 people, (actually more, as people were coming from the interior to the balcony , adding further weight and load bearing stresses,

AND I recommended that 1) The balconies be treated EXACTLY like an elevator, having posted placards that indicate weight and person limits, ie 4-5 people on the balcony at one time MAXIMUM,= 700- 900 pounds , which I believe would never have caused or resulted in that balcony collapse; that the placard MUST BE POSTED by the Owner or Landlord, and enforced by the City of berkeley,

AND that the inspection requirements , associated with EEE be TEMPORARILY in Suspense, while testing the effectiveness of the

weight and person limit be put into practice for a given amount of time.

I also added that the balcony structural beams be pressure treated lumber, to prevent wood rot, in the event of water penetration, and the connection to the floor joints inside have a designated attachment bolting pattern, for maximum strength.

It is my hope that the State of California will strongly consider adopting these modifications, without trying to change the law.

I would recommend the City of Berkeley modify its protocols, to something similar, and discontinue victimizing owners and landlords constantly reaching into our wallets, and showing some concern for leaving our wallets intact (discretionary money in our wallets = freedom.)

I believe that similar protections be applied to decks. Beyond that, I believe that any and all other EEE imposed compliance guidelines are based on extensions and OVER REACH of the balconies and DECKS. That some individuals collectively decided more and more things that would cover any and every other scenario.

I also believe that the EEE compliance requirements have no regard for the cost burden on owners. If there are noteworthy wood rot issues, or handrail issues or other, the cost can compound to $10,000 or more, not to mention the cost of inspection($800-$1000 for a mere contractor, not an architect or engineer) Most people hate spending money, and most people simply do not have that kind of money.

I certainly don't have sufficient funds. I am a low income senior, in large part, because I will no longer subject myself to being a landlord in the City of Berkeley. It is a most terrible experience, one in which no Berkeley authorities refuse to discuss in a Fair-minded perspective.

My agenda is to wait for interest rates to come back down, when it becomes a new seller market , AND SELL MY PROPERTY. TO BE HONEST, THE CITY OF BERKELEY IS DRIVING PROPERTY OWNERS AND LANDLORDS OUT WITH THEIR EXHORBITANT TAXES, FEES AND PARCEL TAXES EVERY TWO YEARS, MOST OF WHICH PAYS FOR CITY EMPLOYEE PAYCHECKS, BENEFOTS AND PENSIONS.

Can we be honest? Apparently NOT, as Mr. Lopez and Mr. Klein refuse to address the truth, that the Young Party attendents caused their own demise, innocently and recklessly. If they were honest, they would complete a load bearing stress calculation. These young adults

packed themselves in like sardines, and stayed out on that deck. More than 2000 pounds/a ton, not for a few minutes, but for a decent block of time, thereby increasing the stresses, minute by minute. and they were not a static load, but a moving load, adding still more load bearing stresses. Had 12 people been out there for a few minutes, the collapse would likely never occurred.

And so, the EEE people want to mandate that every owner pay large sums of money to inspect, something that the City of Berkeley should do, and be accountable for, but refuse, claiming lack of resources, same ol, same ol dodge ball game, pointing fingers everywhere but to themselves.

The lack of honesty by Mr. Lopez, and Ms. Burr, demonstrate the BIAS and AGENDA, by ALL City STAFF, cooperating with each other, thereby arguably unable to be FAIR AND IMPARTIAL. Simply, the processes and protocols are rigged by BIAS.

But, I AM REQUIRED to avail myself of all Administrative Remedies, BEFORE filing in Court, where there would be a FAIR and IMPARTIAL trier of fact.

Respectfully AND HONESTLY YOURS, Andrew Marowitz 510-356-6813

On Wednesday, October 29, 2025 at 02:31:26 PM PDT, McNulty, Jenny <jmcnulty@berkeleyca.gov> wrote:

Dear Mr. Marowitz,

The Housing Advisory Committee will next meet on Thursday November 6th at 7pm and can conduct a hearing to consider your appeal at that meeting. The meeting will take place at the South Berkeley Senior Center located at 2939 Ellis St in the multipurpose room on the 1st floor. The City of Berkeley typically provides ten days notice to appellants of the date of their hearings. With your consent, we can proceed with eight days notice, so you can be heard as quickly as possible. If not, their next meeting will take place in early January. The date for their January meeting will be set when they meet on Nov 6th. Please email me to confirm your preference: meeting on November 6th or meeting in early January 2026 date TBD. Please email me by tomorrow at 10am if you would like for the appeal to take place on November 6th, as our response documents are due to the hearing body secretary tomorrow if you decide to meet on November 6th.

Sincerely,

Jenny McNulty, Resilient Buildings Program Manager

Special Projects / Building & Safety Division

Phone: (510) 981-7451

Email: jmcnulty@berkeleyca.gov

On Wednesday, October 29, 2025 at 01:54:29 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Klein:

Today, I spoke to the analyst for the Senate Housing and Community Developement, and the Apartement Owner's Assocation, and the Staff person for State Assembly Jessie Arriguin.

No one ever even started a question of load bearing stresses on the structural support for that collapsed balcony. And no one from legislators wants to even consider it now, not really. I am continuing to pursue this, as I think the mandated inspection protocol is truly a " passing the buck" to property owners protocol, regardless of the financial burden scenario. Government seems to always reach into the property owner's wallet time and time, ie parcel taxes, and I have heard that property taxes in Berkeley have increased by 24% in this current year. If so, Is that obscene , of what?

It is part of my Appeal, and I expect that no one in the City of Berkeley government can be FAIR AND IMPARTIAL in hearing my Appeal, which is why I am expecting to Appeal this in Superior , or perhaps, Federal Court, for an Inpartial trier of fact.

I suspect, now that I have begun sharing my information with the Cal Apartment Assoc., they will provide their support.

This subject matter MUST BE CoNSIDERED as the primary basis for that Balcony Collapse. Water Penetration wouedl be a contributing factor.

Had there been 5 or less people, on that balcony, there would never have been a collapse= 875 pounds, 1000 for a 5 overweight people.MAX.

The balcony could have held up with 900 pounds. But 2100 pounds and more if there were interior party attendants coming onto the balcony.....

And you and Mr. Lopez refuse to address this issue , and be honest? C'mon, guy. Be honest. Do a load caluclation. A moving load calc, not a static load calc. Why are you refusing to be honest and truthful?

The City of Berkeley is making a ton of revenue off the EEE mandates. How many buildings are being required to comply?

Andrew Marowitz 510-356-6813

On Monday, October 27, 2025 at 05:22:30 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Klien:

As coincidence as may be, I had to meet someone for a lunch @ 11:30 this morning. What makes this noteworthy is that this individual actually spoke to someone from that Irish group. after the tragic event. She was told by one of the Irish group, that there were actually several others /additional people coming out to the balcony and going back inside. It was a party , inside and outside, and as such at times there were even more individuals out on that balcony., adding load bearing weight, a moving weight, rather than a static weight.

I calculated 2000 pounds for 12 people, but adding even more people would add ???? 700 poumds= 4 more people ????

What is amazing is that this issue was never even considered as the primary source of the collapse. 1/2/3/4/5 people out on the deck would never have caused the collapse, I submit.

This event has caused owners across Berkeley , and now California, to be burdened with the inspection protocols. And for a mere secondary reason, caulking and drain holes. Interestingly, the only changes to the Berkeley building code is inspections, not any changes to the building code as to weight limits, treating it exactly like elevators, or how about requiring that the structural beams for the balcony be required to attach structurally to the floor joists, thereby extending the floor joists beyond the building to the ends of the balcony?

More and more, this begins to appear thagt the City of Berkeley has done little but finger pointing away from themselves, respectfully. Doesn't the City of Berkeley truly want to know the truth? Or prefers to avoid the truth?

Very truly yours, Andrew Marowitz

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Monday, October 27, 2025 4:43 PM
To: Lopez, David
Subject: My timely submitted Appeal and Appeal fee of $1000(obscene)

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

Under the circumstances, I submitted my Appeal and Appeal Fee to the assistant to Mr. Angel Sinewen(sp) , Supervising RHSP inspector, today, October 27th, 2025, at 11:35am.

Apparently, you were not in the office to accept the Appeal and Apeal Fee payment, so I submitted it to said lady, a lady with glasses, [redacted], stating she was the assistant for Angel Sinewen, and who came out to the public area, and took my Appeal and payment, and I could no longer wait for her to return , as I had another appointment at 11:30am and I was late, so I left the third floor. The counter person, refused to accept, and alerted his supervisor(s).

Accordingly, my Appeal and fee payment was timely submitted, per your time deadline of October 28th,2025. I submitted the Appeal on October 27th,2025

I will be waiting for my scheduled Appeal before the Planning Commission.

Thank you for your accountable attention to this matter.

Andrew Marowitz 510-356-6813

*Note, irrelevant and inappropriate content redacted above.

On Monday, October 27, 2025 at 04:31:51 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

M. Klein:

As you mqay know, at exactly 11::15 am, today, October 27th, 2025 I attempted to submit my Appeal AND the Appeal fee of $1000 as interpreted arbitrarily by Mr. Lop[ez, or in the alternative to the front counter person. As it turns out , Mr. Lopez was not present, and the front counter person refused to accept the Appeal and Appeal fee payment. The front counter person then alerted several supervisors to come out and accept the Appeal and payment. I waited at least 5 minutes, and demanded that the front co8unter person hail a supervisor immediately for that task. Apparently, he summoned Angel Sineran (sp). Instead of Mr. Sinewen coming out to the front, a lady describing herself as Mr. Sinewen's assistant came out, and instructed me to wait to see if Mr. Sinewen would accept it. I had repeatedly stated to both the front counter person and the lady, that I could not wait, as I had another obligation appointment at 11:30. I waited , again , five minutes, and no one came out. I had to leave and so I left.

For you to , at 12:30, indicate that I would be submitting my Appeal and payment for Appeal, seems highly irregular. It is as if there is a conspiratorial dance among staff, to decide how a submitted Appeal and payment will or won't be accepted. If Mr. Lopez was not available to accept the Appeal and Payment, someone MUST accept the Appeal and Payment. And , an hour later you state that I will be submitting nmy Appeal and APpeal payment. Respectfully, c'mon, people in this office are dancing eveery which way, playing , who will accept the Appeal, as if, no one wants to accept the Appeal and payment. What are you all afraid of?

As such , I consider the Appeal and payment of Appeal fee served and accepted by the lady, who was about 5' 6" [redacted]*, and wore glasses, and presented herself as Mr. Sinewen's assistant. * Irrelevant and inappropriate content redacted.

As to the issue of the analysis of the load bearing weight of that balcony, that issue is a very logical question, one in which the building department official should readily know. Also , respectfully, one in which the Planning Director should know, as well, I expect.. Now, why would the building official send you the question of load bearing weight calculations, but not provide an update , moment to moment, of the Appeal and $1000 Appeal fee, as interpreted by Mr. Lopez.? Is that honesty, or what? When did you receive his email forwarding the load bearing weight?

Mr. Lopez, in his authority as building official provided that on or before October 28th, I could comply, or Appeal, or I wouold be subjected to a $1000 panalty fee for non-compliance. I attempted to initiate compliance, having two inspectors perform a quick visual inspection, They

respectively stated their inspection fee(s) would hbe $975 and $775. And there might be some elements on the second floor that demonstrated indications of wood rot. I live in the second floor flat, as the sole occupant, and have done so since 2018. As a low income senior, I do not have funds to pay for minimal costs, much more any issues of EEE compliance. I am wanting to claim applicability of RHSP protections and rights, ie, Owner Occupancy exemption, self certification and vacancy rental units as exempt, though they are also exempt, based on haveing no EEE elements over six feet, no elements at all.

In any case, I consider that my Appeal and obscenely high Appeal fee as served and accepted, by and fpor Angel Sinewen. RHSP supervising Housing Inspector. Mr . Sinewen has done NOTHING improper. His boss is David Lopez, and must defer any issues to his boss, Mr. Lopez.

I consider Mr. Lopez, as a bully, being the building nofficial with unlimited interpretation authority, so he says.

My Appeal and it's sub components are bona fide, and arguably violate 14 amednment due process rights, Fairness and Impartiality, among other issues.

Respectfully, Andrew Marowitz 510-356-6813

On Monday, October 27, 2025 at 12:32:12 PM PDT, Klein, Jordan <jklein@berkeleyca.gov> wrote:

Mr. Marowitz:

I have directed David Lopez to stop responding to your messages.

I understand that you plan to submit an appeal of a determination of the Building Official. That will be processed accordingly. If you would like to submit a request for public information, you may do so here: https://cityofberkeleyca.nextrequest.com/

If you have any further questions you can send them to me and I will make sure that they get routed accordingly.

Jordan Klein

Director, Department of Planning & Development

City of Berkeley

Phone: (510) 774-1337

jklein@berkeleyca.gov

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Sunday, October 26, 2025 5:24 PM
To: Lopez, David
Cc: Andrew Marowitz; Bartlett, Ben
Subject: In light of my prsesent circumstances and your intentions..... I HAVE DECIDED TO FILE AN APPEAL

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

Given that you intend to impose a $1000 non compliiance penalty fee on October 29th,2025, after substantial thought and consideration, I am NOW preparing to Appeal, regardlessof your truly obscene Appeal fee of $1000, which is arbitrary and capricious on yur part, as wewll as a undeniable deterrent to my original intentions to Appeal.

Accordingly, I will RE document and Re-Submit my Appeal and , **I will pay the $1000 Appeal fee, though it will cause me to be unable to pay my property taxes in full. I will deliver the $1000 Appeal Fee, UNDER EMPHATIC PROTEST AND OBJECTION ON MONDAY OCTOBER 27TH, 2025, AND HAND IT TO YOU OR THE INDIVIDUAL AT THE FRONT COUNTER 3RD FLOOR, IF YOU AREUNABLE TO RECEIVE IT**

I will now prepare the various basies , in the form of bullet points, to set forth the NUMEROUS issues that you have genrated, in addition to my bases for Appeal as tp the EEE enforement . You shall not mandate how the form of my Appeal should be prepared ,so that you can find fault with it.

1) I am Appealingt based on you ,as building dire3ctor have arrbitrarily decided that the Appeal fee shall be $1000, which is an overwhelming deterrent to anyone submitting an Appeal/. As previously statd by me, I discovered in your City Council Resolution Fee Schedule 71, 834 N.S. , ,dated July 17,2025, on Page 5, Chapter XVII, under miscellanious, " Any Fee NOT Explicitly Covered in THis Fee Schedule, , shall have a Fee of $250. You willfully disregarded that documented component, and arbitrarily stated that the Appeal would take hours and require 4 City employees. However, interestingly, I spoke only to Guilelead Burr AND You. . Yet here you are saying Four people. If Four People will be involved and take numerous hours, then Ms. Burr AND YOU deprived me of Full and Complete Due Process,as addressed by the U.S. Constitution, under the 14th Amendment. However, this specific basis for Appeal will be addressed in detail later on in this Appeal.

2) I also asked you ,regarding 71,834 N.S. ,Page 5 Misscellanious XVII, the guidlines for " UNREASONABLE HARDSHIP EXCEPTION". iI asked you what was the criteria for eligibility, as I I believe that I was financially eligible, being a low income senior citizen.
You responded by stating in your email, that you would need 3-5 days to provide said criteria. If you were immediately aware of the criteria, you would have disclosed it immediately in a few sentences. However, 3-5 days later, you responded by email, that the criteria, whatever it was, was only for Commercial Properties, and not for Residential Properties. Why did you delay that simple response? Of course, as building director, you made it up / created it to deny any opportunity by me, to be eligible for said exceeption. And then you followed up by staating that you would not respond to any further emails. Ironically, you stated that ,simply, you follow the laws that the State and City ZCouncil provided to you. But tha5t was a lie. You fabricated this eleigibility issue, and imposed it on me, to motivate me, along with the $1000 Appeal Fee, to falll in line and beggrudgingly comply with the EEE compliance mandate. You,sir, are abusing your authority, as City Council and the State laws, allow you to make artitrary and capricious determinations and interpretations, ANY WAY YOU WANT, without regard for the impact on the impacted propertyt owner.. As such, you come off as a bully.

3) I am a low income senior, retired,, refuse to rent out my Berkeley property, because the City of Berkeley knowingly victimizes landlords, in so many ways, that being a landlord in the City of Berkeley is a most terrible experience, and no one in the City will even address said topic. Tjhere is a Tenant Protection Ordinance, but no Landlord Protection Ordinance,. There are a expansive mine field of Ordinances that benefit tenants, but there are no ordinances that benefit landlords, AND statutory attorney fees against landlords, if they fail to do, or do in violation , while there are no such statutory attorney fees that protect landlords. There is no equal protection, there is nothing that aids and benefots landlords, so I have refused to rent out my units, and as far as City Council and State laws, mum's the word. Eviction

Moratorium? And then the Vacancy Parcel Tax, if a landlord was victimized. It is obscene and unjust, and no one addresses such injustices. It ought to be a crime, but it isn't.Tenants make up 65% of the voters, and our legislators cater to the majority of voters for re-election, so City Council will never raise a finger in support of landlords. Is that Corrruption?

4) I raised and relied on the issues of the Rental Housing SAFETY Program, for it benefits to landlords, specifically, the Owner Occupoancy Exemption if he resides in a subject unit. I addressed the Owner's right to seld certify his property, based on a cprinted checklist, which includes the same EEE components. However, I spoke to the Supervising Housing Inspector, Andre Sineran (sp), and he states that you are his boss, so whatever you disctate, he will defer to (or you will descipline him) But that is an Abuse of Process, as the RHSP clearly provides an Owner with documented rights and protections, which you clearly refuse to recognize and willfully ignore as an arbitrary and capricious act, on your part, yet another arguable abuse and violation of Due Process.

5) When being addressed by Galadriel Burr, "Community Services Specialist III, When I asked the process of Appeal and the cost of Appeal, she indicated that she would forward my emails to her supervisor. I then asked her the name and title of the supervisor who she forwarded my emails to, and sjhe repeatedly failed / refused to respond. Anmd I am certain you are not her direct supervisor, which means that her supervisor, her manager, and the director of EEE were, somehow bypassed , when I was intending on following through on my intended Appeal. I have heard the names Jenson , as manager, I have not heard the name of her direct supervisor. I have heard the name of the ddirector of EEE as Mcnulty(?) and all of them ,apparently have you as their booss. Accordingly, arguably, I was deprived of Due Process by Ms.. Burr's direct supervisor, , Mr. Jensen , and Ms. Mcnulty/ McNealy? of a name that sounds similar.

So, how and why did my intended Appeal wind up on your desk/ for the building official attention, without any Due Process from these intermediate supervisors, manager, and directir of EEE? Is it becauseonly YOU, as bui;lding official, with unlimited interpretation and determination to decide any way youwant , any fee you might decide on, and decide what is and isn't in the building services component of the City? I submit that the fact that I Ms. Burr, , her direct supervisor, Mr. Jensen as EEE manager, and the Director of EEE all refused to address my concerns, refused to address my rights and protections of RHSP, and refused to provide me with an Appeal fee, all relate to a deprivation of my rights to Due Process, while you arbitrarily and capriciously impose a $1000 Appeal fee, the same fee amount at non compliance penalty fee. . I respectfully believe that you regularly abuse your authority, because the City and State have decided to not create specfic detail of laws, ordinances and regulations, thereby allowing you to interpret any which way you want, and disregard the interests of the property owner , while benefitting the City, especially the revenues genrated by the EEE program.

6) I elect yto Appeal the fact that both the City and the State have arbitrarily chosen to disregard the truth, as it pertains to the tragic balcony collapse that occurred in 2015. The City sttled lawsuits for defective building standards, but no less significant , and perhaps more significant, the City and State never mentioned one word about the fact that the incident/ event occurred because there were at least 12 adults that were on that 4'x8' balcony at one time, a serious overload of load bearing weights, that, either in part ,or in whole, caused the collapse of that balcony . according to the news article , six people died instantly and 6 others were critically injued. The weight of those people were more than 2000 pounds. The load was simply too much that is was major component, of the failure of that balcony. Yet there was not one word of mention of this component. I expect that pointing to this component was too emotionally a n ugly issue, regardless of tsuch truths. So, the City and the news pointed to a lack of caulk, leading to entry of mositure, leading to structure weakness, which was also a component, but not the root cause. I honest;ly believe the root cause was too many people and too much weight. Had there been 1/2/3/4 people on that balcony, on that fateful day, the collapse would never have occurred. Just like elevators, there should be warning signs, stating person and weight limits, but to vthis day, no such warning signs are posted, unlike elevators. This then, is yet another arguable failure that led to the collapse.

And,as building official, you arbitrarily refuse to address this issue, despite my requests that you calculate the load bearing limits of said balcony. Should such a balcony be sufficient to support a lmoving load of 2000 poiunds, or more? Your refuslal to address this issue is yet further irresponsibility and arbitrary discretion of the building official.

If my assessment is correct, then property owners are being unjustly subjected to thousands of dollars of cost burden to comply with EEE mandates,. All the while, the EEE program is raking in millions of dollars of revenue to the general fund, allegedly to pay the cost of operation of the EEE program. But said costs are relatively minimal, but pays the salaries, benefits, and pensions of related city staff, as well as city wide staff general funding. I submit, this is one of dozens, if not hundred or more taxes, fees, and penalties for the City employee funding. . This is especially unjust, if the source reason for the tragic incident was in paart or in whole, the overload issue of that balcony..

It is unjust enrichment by the City to require property owners to pay and pay and pay for something that these well intended young adults unknowingly might have caused.

In fact, I inquired with you, as building official, why the Building Department refuses to engage in performing these same inspections. It would relieve property owners of the cost of hiring an independent 3rd party to inspect. You response was the City doesn't have the manpower to inspect the EEE program. II question if that is the real reason. The Building Department doesn't want to engage in inspectionds, for the potential liability, if the inspection is ,somehow less than effecitve. The building department could 1) spread the workload amongst the RHSP personaell, the biuilding inspectors,

or even hire another inspector, on a temorary basis, to accommodate the workload. Isn't that the truth? The City , time and time agqin, has no problem making the size and cost of government larger and more expensive. Suddenly, on this concern, they cannot add an employee? That sounds pretty far fetched to me, by itself.

You have stated that you rely on State laws, but the truth is that you mix, match, apply to either and both State law and City Ordinances, whichever provides you with full and complete authority , to do and say, whatever you choose, in maximizing your authority and discretion, and , the property owner and the cost burden, be damned. Who cares how much this costs the burdened property? Not the building official, that is for certain. And much of the cost finds its way to City revenues,as prviously stated, another revenue funding tool to pay for city staff, including , but not limited to, City employees having more paid holidays than any other city in the State, also dollar for dollar matching staff retirement funding, and also the benefit of working from home 2-3 days per week. Recently I observed a person , who was working from home, walking the dog 4 times a day, most likely to de-stress, but paid by the employer. Working from home, emloyees rarely pick up the phone when the public calls. calls back at THEIR convenience in 24/48 hours. And there is a ton of abuse, long breaks and lunches, bathroom breaks, cooking and washing, smoking whatever, drinking alcohol, naps, and the potential abuses are limitless.. As a City employee myself, decades ago, as a City employee, just do the job, (4=5 hours a day maximum. Alll paid bgy taxpayers. iIn my opinion the City of Berkeley pampers and spoils City stafff, all paid by ever rising taxes., but that is only an educated opinion. City staff, always say they work long and hard. As ,an ex-City employee, Why do I tend to disbelieve that?

7) If I were allowed to apply certain components of the Rental Housing SAFETY Program, my second floor flat, Apt. #4, as Owner Occupied, would be exempt. If my second flloor flat were exempt, then the entire property would be exempt, as there are no EEE components on the first/ ground floor that exceed the six foot height limits. In fact, the ground floor units #1/#2/ and #3 have no EEE elements at all, being two feet about the soil. Accordingly, Iam Appealing on this basis. If I caused injury to myself as the sole occupant of #4, I couldn't and wouldn't file a lawsuit against myself. Yet the EEE department is adament to mandate that I correct anything on the second floor, of which I am the sole occupant. All the while, the EEE program is gernerating millions of dollars in revenue. How many buildings are subjected to the mandates of the EEE program? Thousands? Fees, building permits, the cost of the 3rd party contractor, architect, engineer. I attempted tto have a 3rd party inspector come and do a visual inspection. For an official inspection, the inspectors charge $800-1000. The building Permit costs , minimum $365, repairs and materials? I refuse to rent out my units, and will never do so, and waiting for interests rates to come down, and sell my property. So, my income is low, and I am a senior with low income? How can I afford these costs? I can't.. And what is depressing is the building official , and apparently, the City of Berkeley doesn't carein the least. What if there are some noteworthy corrections that are required to be addressed? What if the corrections cost $10,000 or more? How could I possibly have the money to pay for such costs? I can't.. Will the building department place a lien on my property? Will they take my property, because I cannot afford to make such exhorbitant corrections? This is also a basis for my Appeal.

8) The rules state that the Appeal Fee is non-refundable. But, what if the Building Official is arbitrarily charging anAppeal Fee that is obscenely too much. ie $260?

I ask that the the Administrative authority, apparently, the Berkeley Planning Commission consider and / or order my Appeal fee refunded/ returned, and state by Ordiinance, that the Appeal Fee shall be specifically and explicitly defined, and a reasonable fee, so that an Appeal is not detered, as the building official has arbitrarily and unilaterally has deicided. I believe that THIS was why the intended Appeal bypassed all of the intermediate staff, and went straight to the building official; because he, and only he has the authority to impose whatever fee he deicides, and he calculates a deterent of any Appeal. The building official should never have been involved until the Appeal was already in process. Accoredingly, the supervisor, or the manager, or the EEE director should have set/decided on the amount of the Appeal fee, not the building Official. I asked Mr. Lopez to recuse himself, and to allow an independent individual , who would not be BIASED, to referee the processes of my Appeal, but ,clearly, Mr. Lopez has refused. He enjoys his power, and his authority to decide any way and anyhow, that he chooses.

I wanted someone else who would be fair and impartial, as that is how the Due Process Rights work. But, Mr. Lopez, as Building Officiial, is anything BUT FAIR AND IMPARTIAL. It is a completely rigged game. Every employee within the building department answers toi him, including the Rental Housing SAFETY program supervising Housing Inspector, and that individual will never diagree with Mr. Lopez, the Building Official. Accordingly, he defers to anything the Building Official decides, every time. THAT..., is NOT FAIR and/OR IMPARTIAL.

I respectfully, inquire, is the Planning Commissiuon FAIR AND IMPARTIAL? Respec5tfully, under Due Process Rights, under the 14th Amendment, I am entited to a Fair and Impartial Hearing/Appeal.. Respectfully, I am unsure if the Planning Commission is/ can be Fair and Impartial?

Accordingly, this is a basis for my Appeal.

9). Does the City / the Planning Commission regulations have a basis for allowing the subject property owner some form of Low Income Senior exception /exemption, that provides avoidancer of the cost budens of this extremely expensive program? Does the XVII Miscellanious provision of "Unreasonable Hardhip Exception " as stated in the Fee Schedule of City Council, under 71, 834 N.S. apply to me, as the subject property owner, especially when factoring in the totolity of

the circumstnances of Apartments #1/#2/and #3 as exempt from EEE as having no EEE components and the owner occupying the 2nd floor #4?

Aside from having to pay property taxes , my recurring expenses are Food and Drink, Fuel, Insurance, Internet, Utilities, , Vehicle Registration, and some etc.....

10) Another arguable issue in this dispute, that is valid, is that I could/ were allowed, I would prefer to convert my 4plex into a single family dwelling, as I treat it currently, using the three vacant units as storage only. But , as alway the government runs the show, and my freedom to do what I wish with my property. But, instead, both the City and the WState refuse to allow me to downsize/ reduce to a single family dwelling, becaiuse of the housing shortage that the State has created, by housing the homeless who flooded California, housing early release jail inmates, because it costs the state too much money to maintain the prison stystem, anmd allowing/ require housing so many illegal immigrnats into the State of California. And so, government has taking control of my housing choices and opportunties. Freedom, or the lack thereof , just the way I pictured it. I I have no say in my property, Only to put my naame on the title , and to pay tax, after tax, after tax. Freedom? Where? Is this a Taking by over-regulation? The Courtshave interpreted , NOT unless such a taking has cause my property and property value to lose 90%. What a disgraceful system We/ I live in.

This is yet another basis formy Appeal, of course. I would very much choose to convert my building into a single family dwelling.

In closing, I just want to be left alone, in peace, in my property, that I live alone in, until I sell, or die, whichever comes first. But, government is simply not ever going to leave me alone. Government is paid and authorized to make people miserable, in particular property owners, with the never ending parcel taxes, Government is the owner of my property, when one strips away all the pretense and get real. Freedom? Where. Local government taxes everything. There is no freedom.There is government authority , control, and a hundred different taxes, or fees, and/ or penalties for not complying with government control and taxation. The majority of people's wallets are constantly near empty/ ie living paycheck to paycheck.As such, life sucks, thanks to government.

This is a basis for Applealing, but no one in government is listening. or cares. Who is watching the watcher? Not the legislators. In my opinion, The legislators never say no to government Government is not the public interest, it is government serving the interests of government, and embedding itself in the public interest.

Respectfully, Andrew Marowitz 510-356-6813

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Saturday, October 25, 2025 12:45 PM
To: Lopez, David <dlopez@berkeleyca.gov>
Subject: Request for information regarding the 2015 balcony collapse tragedy

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez, as building director, I believe that you might know the weight limits of that balcony.

The balcony was 4'x 8' , based on information I received.

There were (at least) 12 peple , males/ females, light , medium, and heavy. 6 peopke died and 6 were critically injured.

The load is reasonably estimated at 160 to 175 per person (at least) (not including clothing) that adds up to 1920-2100 pounds, not a dead load, but a movong load (somewhat)

Are you able and willing to determine the load bearing weight of that balcony? And if you can, will you disclose that estimated bearing load for that balcony?

Why wasn't this issue considered as even a contributing factor?

Or, perhaps the City of Berkeley never wanted that issue to be considered, might place the City in a powerfully compromised position? To this day, that issue has never been addressed? Don't you find that reality unreal? Maybe no one wanted to point the finger at the people on that balcony?

The blame was placed on the owner for alllegedly not caulking?

Could this incident have occurred if only 3 to 4 people were on that deck? 4 people brings a load bearing weight of 700 pounds.

I am truly and seriously curious why the weight issue was never even mentioned.

In any case, as stated ad nauseum, I do not have sufficient financial resources to pay for compliance , and pay property taxes, not to mention, my normal bills, ie food,gas, utilities, insurance, vehicle registration is soon due, garbage, internet,

Is all of this totaly irrelevant to you?

Andrew Marowitz

It seems to me that Every property owner is suffering financial losses forever as a result

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 24, 2025 5:28 PM
To: Lopez, David
Subject: Re: 1615 Fairview St. attempting to comply

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

Re: the second inspector. After conducting the visual inspection, he went back to his office and spoke to his lead guy. The lead guy indicated that the official inspection should take place AFTER I complete the minor repairs, so that the initial official inspection would be the final inspection, which, in turn would save me a decent amount of money.

I will be doing business with these people. But, as it is, there will be a deliberate delay in the official inspection. But the paperwork will not be generated on October 28th.

I expect that you will issue a non compliance penalty fee. But, I have shown good faith effort in compliance. I will undertake the minir repairs which I hope to complete in a week. or so.

Accordingly, I am requesting an extension of time to complete repairs and schedule an official inspection followed by eventual paperwork, which I will deliver, once the processes are complete.

You might consider me for the unreasonable hardship exception, unless you can show that your interpretation of exclusivity of commercial properties , is a rule that is codified.

I really want/ hope to pay my property taxes. As you know, paying one day late for property taxes is a 10% penalty. My taxes are approximated to be about $6500 per year.

Andrew Marowitz

On Friday, October 24, 2025 at 02:25:11 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

I just had the seond contractor/ inspector complete a visual inspection.He is less expensive and found a few items.

He advised that the office manager will prepare the paperwork for the issues, the repairs, and the cost of the inspection. This paperwork is expected to be generated by email , and likely agreed to on Monday, October 28th.

I hope he and I will agree to the cost of inspection, of which I can afford a deposit, AND pay my property taxes, if he/ the company accepts only a deposit/ portion of the cost

Again, I cannot afford all the costs of EEE compliance. And I feel the building director and the City are heartless , when considering affordability and low income property owners. . You couldn't care less, in other words.Again, I reference 71,834 N.S. of unreasonab;le hardship exception, regardless of the made up interpretation you assert that that relates to only commercial buildings, not residential. This falsehood clearly demonstrates the revenues generated by the EEE is a top priority for the building official.

No one is talking about the fact that too many people were on that balcony collapse. That is the primary reason, that the tragedy occurred. I re-read the news article. 6 people died instantly, and 6 others were critically injured, meaning there were at least 12 people on that fateful balcony. They blame in on lack of caulk and water penetration, but the true reason was there were wayyyy too many people on that balcony.. If only 3 people, even with dry rot, there would never have

been a collapse. At least 12 people carries a weight of 2000 pounds, maybe more. Had there been weight/people limits on warning signs, this never would have occurred. But the politicians don't want to deal in that truth, so they keep quiet.

I hope that this inspection company will finaincially work with me. Great Escapes is the company name.

Andrew Marowitz

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 24, 2025 12:16 PM
To: Lopez, David
Subject: Re: 1615 Fairview Ave.

Mr. Lopez:

An inspector just came by and is/ was willing to write a proposal, but before he issues a dollar amount, he would need me to remove various pieces of shiplap and plywood to expose the structural components. He sees some woodrot underneath my porch , and if that bears out, he suggests a possible repair of up to $10,000, which I simply do not have.

As I have already disclosed to you, I can either pay the EEE fees or pay my property taxes, but not both. And certainly not $10,000. His fee is $950 for two elements, the stairs (fully concrete) and the covered porch of my upper flat.

I called several contractors from the BPOA list. I am expecting another inspector to come by sometime today.

What if I cannot afford the cost of inspection, much more the repair? Will you punish for non compliance of $1000 for/ of a low income senior who lives here alone? Clearly, City Council has provided you, in your role, with limitless interpretive determination and discretion.

That is punishing the low income person who can't afford the huge cost of EEE, and making me even more financially deeper in a hole.

Is that the ripple effect of the EEE requirements? To break the backs of limited income seniors?

Your thoughts. if you choose to offer them?

Andrew Marowitz

On Thursday, October 23, 2025 at 12:23:09 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

I just spoke to the Supervising Housing Inspector of the RHSP , and he indicates that **you are his boss**, so he will defer to anything you say. What a dam scandal.

He says this is about safety, but it more about revenue than safety, and you know it. Every building subject to EEE enforcement generates a huge amount of money for the building department and the City of Berkeley. All my mind and spirit are screaming "RIP OFF".

That said, I initiated a search of contractors listed on the EEE department list, and the City doesn't even list those qualified contractors who are licensed for EEE inspection in the City of Berkeley. In other words the Building Dept /EEE is so lazy, they don't even list those contractors who are eligible to inspect. Since you are the GUY, who sets up this program, it is you who refuses to list eligible contractors to call. There is nothing legitimate about this EEE program. The true solution is to require Owners to post a person/ weight limit on any balcony /deck, etc, no differently from every elevator that exists and operates.

Then you make up rules for the Appeal fee , not explicitly listed, and you make up rules that invalidate the unreasonable hardship exemption.

Sir, as building director , you are exercising excessive discretion and interpretation, and hiding the truth, and unjustly forcing property owners to pay a large sum of money, which pays for City employees paychecks/ benefits and pensions,

for a City government that is constantly growing in size and cost, all paid by us taxpayers. This, to me is disgusting and despicable. And suddenly, you refuse to respond as these newly made up rules. This is barely more than a rip-off, hiding behind a safety concern.

I will now endeavor to call dozens of contractors to find out if they are licensed in the City of Berkeley, something that you should have done, and made readily available to us victims of the building departments greed.

What a con job. And you run it all.

I will initiate a compliance of the EEE program farce immediately. I will have a contractor lined up by October 28th, as you require.

What a con job. I bet you think you are honorable. I am a highly educated person and I can see clearly through this scam operation. This EEE program is a scam operation, hiding behind a safety concern, which can and should be accomplished with a weight/ person limit, no differently than any elevator. But, then, the building dept wouldn't generate any revenue, right?

I wish I could sue the city and you in court. You constantly victimize people for revenue. The building dept rakes in the cash for the City of Berkeley. Dam pick pockets.

Depressed, Andrew Marowitz

On Wednesday, October 22, 2025 at 09:03:23 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

In your email on Tuesday, you referenced a line item in the City's fee schedule regarding items that require review and **are not explicitly listed, such as Alternate Method applications**, Requests for Unreasonable Hardship Exceptions, and Requests for Determinations. **Those items are not assigned fixed fees because they are project-specific and billed hourly.** For example, an Alternate Method review may require dozens of staff hours, potentially totaling thousands of dollars. **Unreasonable Hardship Exceptions are specific to accessibility issues in non-residential properties. These items relate to design-based determinations on current proposed construction projects and are not considered appeals.**

Respectfully, how do I know for sure that you didn't just make this stuff up so that you could continue to insist on a Building Official Determination?

PLEASE, SIR, PROVIDE ME THE BASIS FOR YOUR DETERMINATION AND INTERPRETATION. IF YOU CANNOT SUPPORT THESE STATEMENTS WITHOUT DOCUMENTARY SUPPORT, IT MUST BE CONSIDERED THAT YOU ARE MAKING THIS STUFF UP,AS YOU REPEATEDLY ASSERT THAT YOU FOLLOW THE LAWS, NOT MERELY INTERPRET THEM.

IF YOU FAIL OR REFUSE TO RESPOND, AS YOU HAVE STATED THAT YOU WILL NO LONGER RESPOND, I WILL, MOST CERTAINLY REFER THIS TO MY CITY COUNCIL PERSON, TO REQUEST HIS INVOLVEMENT, AND IF ANY INVOLVEMENT REQUIRES SUBSTANTIAL TIME THAT EXCEEDS THE OCTOBER 28TH DEADLINE TO SUBMIT AN APPEAL, I WILL ADVOCATE THAT HE REQUEST/DEMAND THAT YOU EXTEND THAT DEADLINE IN LIGHT OF YOUR BIAS. AS YOU MAY RECALL, I REQUESTED THAT YOU DELEGATE SOMEONE WHO IS NOT BIASED/ NOT PART OF THE EEE DEPARTMENT, AND CLEARLY, YOU HAVE REFUSED TO ALLOW THAT TO OCCUR.

PLEASE BEAR IN MIND, THAT I HAVE REPEATEDLY REQUESTED THAT ANGEL SINEYAN, THE SUPERVISING HOUSING INSPECTOR FOR THE RHSP PROGRAM BE DELEGATED TO STEP IN, SINCE I HAVE REPEATEDLY STATED THAT THE RHSP PROVIDES FOR EVERY EEE COMPONENT FOR SAFETY PURPOSES, WHICH YOU REFUSE TO CONSIDER.

RENTAL HOUSING SAFETY PROGRAM (RHSP) SELF-CERTIFICATION CHECKLIST (Formerly Schedule A)
Website: http://www.berkeleyca.gov (Search: RHSP) Property Address: (Please print legibly and use one form per

address/unit.) Street Address: Unit #: DOOR LOCKS Pass N/A All exterior doors open and close properly, latch and lock and unlock easily. All individual apartment entry doors have working deadbolts and entry knobs with dead locking latches. SMOKE DETECTORS Smoke alarms are installed in each sleeping room, outside of each separate sleeping area in the immediate vicinity of the bedroom(s), and on each occupiable story including basements and habitable attics. All smoke detectors work properly, are less than 10 years old, and the alarm sounds when tested. Hardwired smoke detectors have a functioning battery back-up. CARBON MONOXIDE ALARMS & DETECTORS If the building contains a fossil fuel burning heater, appliance, fireplace or attached garage, carbon monoxide (CO) devices are required to be installed in accordance with local building standards and the manufacturer's installation instructions. See the floor plan in the notes for guidance on location. Operational CO alarms are installed outside of all sleeping areas in the immediate vicinity of each bedroom, in a bedroom where a gas burning appliance is located and on each occupiable level inside the unit including basements and habitable attics. Alarms are current and have not expired per manufacturers date stamp on the unit. HEATING AND WATER HEATERS All heating equipment is operational, in safe working condition and properly maintained. The gas heater is operating normally and is provided with minimum combustion air. For buildings with a thermostat not under the control of the tenants, the temperature setting on the thermostat is set at 68°F minimum. All gas lines are free of leaks and any gaseous odors. (Immediately report gas leaks or gaseous odors to PG&E and owner/manager). All gas lines in the unit have accessible shut-off valves. Water heaters are installed correctly and meet the following requirements: (If the water heaters were installed prior to any of these code requirements, you may check N/A for those line items.) a) Earthquake straps are secured on the bottom ⅓ and the upper ⅓ portions; b) Water heater has a temperature and pressure relief valve. Rigid piping for the TPR valve is installed maintaining a downward slope terminating between 6 and 24 inches above grade; c) A drain pan is installed where damage from a leaking water heater may occur; d) The draft hood to the vent is secured with a minimum of 3 screws and the vent connector slopes upward maintaining a minimum slope of ¼ inch per foot; e) A bond wire is connected between the metal hot and cold water supply lines and gas piping. VENTILATION / WINDOWS Windows open, close and lock easily and can remain open. The windows required for egress in sleeping rooms open completely. If there are security bars on the required emergency egress window, ensure there is an operable quick release mechanism on the inside. All window glass is in good condition, free of damage and properly sealed at the edges. If bathrooms have fixed windows or no windows, verify the mechanical ventilation system is in working order. APPLIANCES All built-in appliances are in good working condition. Gas stoves are free of odors indicating a gas leak and all indicator lights are working on electric stoves. I RHSP Self-Certification Check List (Schedule A)
ELECTRICAL WIRING Pass N/A Accessible electrical outlets, junction boxes and light switches are functional, secure and all have faceplates in good condition. There are no unprotected exposed electrical wires or electrical cables. All receptacles that have been replaced in the kitchen, bathroom, laundry, garage or in exterior weatherexposed locations, are Ground Fault Circuit Interrupter (GFCI) protected outlets. PLUMBING All faucets are in working condition and all handles, valves, diverters are free of leaks and visible damage. Hot and cold water have sufficient flow. All plumbing and sewer piping drain properly and are free of leaks. Toilets are secure in place, in good working condition and free of leaks. FIRE EXTINGUISHER (Building with 3 or more units only) Fire extinguishers are provided within a maximum travel distance of 75 feet. Each extinguisher has been tagged and serviced by a state licensed contractor within the last year. Each fire extinguisher is fully charged, operable and readily available for use. WEATHER PROTECTION Exterior walls, roofs and ceilings are free from leaks. HANDRAIL & GUARDRAIL CONDITION Handrails and guardrails are tightly fastened, sound and in good condition.

INTERIOR STAIRWAY CONDITION Stairways, including treads, risers and landings, are in good condition, adequately fastened, with no damaged, missing or loose structural members.
EXTERIOR ELEVATED DECKS, BALCONIES, STAIRWAYS OR WALKWAYS All elevated wood-framed and steel-framed decks, balconies, landings, stairway systems, walkways, terraces, guardrails, handrails, or any parts thereof in weather-exposed areas at the subject building did not exhibit signs of deterioration, decay, corrosion or similar damage that could pose a safety concern and there was no evidence of active water intrusion in concealed spaces of the inspected elements.

WALKWAYS AND PATHWAYS All exit pathways and stairways are clear of open storage, trash and debris. All electrical fixtures providing lighting and directional signage for the common areas are in working condition. FLOORS & TRIP HAZARDS All floors and floor coverings are free of significant trip hazards due to damage or structural defect. The bathroom floor is finished with a non-absorbent material and is sealed to prevent moisture intrusion. ELECTRICAL PANELS WITH SCREW IN FUSES Are the fuses in the panel box that serve each unit rated at 15 amps or less? For fuse panels with 20 amps or larger fuses, the wiring is sized properly and is capable of handling the load or has been inspected by a licensed electrical contractor. ACKNOWLEDGEMENTS I certify I have inspected the aforementioned unit and the information above is true and correct. I acknowledge I am required to provide a copy of this Self-Certification Checklist to the tenant(s). I certify I was unable to inspect the aforementioned unit because the tenant(s) refused to allow entry. I agree to send a copy of this checklist to RHSP@berkeleyca.gov or RHSP | 1947 Center Street, 3rd Floor | Berkeley, CA 94704. Name of Certifier (Please print): _____ Relationship to Property:

_____ Owner or Manager

Name_____

____ Mailing Address and Phone #:

_____

Signature and Date: _____

AS YOU CAN SEE, I HAVE COPIED AND HIGHLIGHTED IN BOLD BLACK PRINT, THE EXACT SAFETY COMPONENTS AS THE EEE DEPARTMENT REQUIREMENTS.

I WILL BE SENDING THIS LETTER TO MY CITY COUNCIL PERSON AND REQUESTING A MEETING ASAP, TO DEMONSTRATE YOUR EXCESS OF INTERPRETATION, DETERMINATIONAL EXCESS, AND ABUSE OF EXCESS OF YOUR AUTHORITY, RESPECTFULLY, OF COURSE.

IN SHORT, YOU ARE PROVIDED TOO MUCH AUTHORITY TO DETERMINE ANYTHING YOU WANT, ANY WAY YOU WANT.

AGAIN, PLEASE PROVIDE THE BASIS FOR YOUR ASSERTIONS RELATING TO DISREGARD OF THE RHSP PROTOCOLS, THE UNREASONABLE HARDSHIP EXCEPTION, AND THE "NOT EXPLICITLY COVERED FEE OF $250, WHICH CAN BE ADDRESSED BY A SINGLE PERSON, NOT MULTIPLE STAFF PERSONS FOR MULTIPLE HOURS, WHICH IS AN INTERPRETATION THAT I BELIEVE IS COMPLETELY ARBITRARY AND CAPRICIOUS, RESPECTFULLY, OF COURSE.

VERY TRULY YOURS, ANDREW MAROWITZ 510-356-6813 andrewmarowitz@sbcglobal.net dated october 22nd,2025

On Tuesday, October 21, 2025 at 09:39:36 AM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Morning Mr. Marowitz,

As Manager, it is my responsibility to remain impartial and avoid providing preferential treatment to anyone, including yourself. What you are requesting would require me to alter established rules for your individual case, and that is not something I can do. My role is to enforce, to the best of my ability, the regulations adopted by the City and the State laws under my jurisdiction.

While the City and State have granted me the authority to administer and interpret these laws and regulations, you do have the right to appeal any determination I have made. Such an appeal is reviewed by an independent hearing body, which will determine whether my interpretation of the regulations in your specific case is correct.

I previously sent you a detailed email on October 9 outlining your available options. We also met recently to review this same information, during which I provided you with a copy of Resolution 71,834—an item you had asserted did not exist.

In your email on Tuesday, you referenced a line item in the City’s fee schedule regarding items that require review and are not explicitly listed, such as Alternate Method applications, Requests for Unreasonable Hardship Exceptions, and Requests for Determinations. Those items are not assigned fixed fees because they are project-specific and billed hourly. For example, an Alternate Method review may require dozens of staff hours, potentially totaling thousands of dollars. Unreasonable Hardship Exceptions are specific to accessibility issues in non-residential properties. These items relate to design-based determinations on current proposed construction projects and are not considered appeals.

There is, however, a clearly defined and specific fee titled “Appeal of Building Official Determination,” which applies to your case and represents the correct fixed fee for filing an appeal.

At this point, I believe I have provided you with a thorough explanation of both the E3 Program requirements and the appeal process. Additionally, I have granted an extension to allow you time to determine your next steps.

Please let me know which option you intend to pursue.

This will be my final communication on this matter. Continued lengthy or repetitive email exchanges will not be productive, and future correspondence on this subject will not receive a response.

Sincerely,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

FRAUD ALERT! Do not provide payment information by telephone. City of Berkeley Building and Safety staff will NEVER call to ask for payment. If you receive such a call, please HANG UP! Email Planning@berkeleyca.gov about it, and report the fraud attempt to the Berkeley Police Dept. at (510) 981-5900.

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Please consider the environment before you print

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, October 15, 2025 1:00 PM
To: Lopez, David <dlopez@berkeleyca.gov>
Subject: Re: 1615 Fairview Ave.

Mr. Lopez: given your busy schedule, and my belief thayt you and perhaps everyone in the EEE department is biased to the EEE protocol, including Mr. Jensen who is the supervisor of Ms Burr, and ridiculos fees, can you consider delegating to an outside staff person, who might attempt to research independently thr answer to the hardship exception criteria?

That person wouldn't have a 3-5 day delay, and which could likely result in the two week period expiring.

That would not be fair, and I think you would agree.

Andrew Marowitz

On Wednesday, October 15, 2025 at 12:21:29 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Afternoon Mr. Marowitz,
I appreciate your persistence and the thoroughness of your email communications. Please understand that my schedule is quite full with management responsibilities, and while I will respond as soon as I am able, my replies may take 3 to 5 working days.
Thank you for your patience and understanding.
Best regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

FRAUD ALERT! Do not provide payment information by telephone. City of Berkeley Building and Safety staff will NEVER call to ask for payment. If you receive such a call, please HANG UP! Email Planning@berkeleyca.gov about it, and report the fraud attempt to the Berkeley Police Dept. at (510) 981-5900.

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Please consider the environment before you print

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, October 15, 2025 11:27 AM

To: Lopez, David <dlopez@berkeleyca.gov>
Subject: Re: 1615 Fairview Ave.

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

I know that you are trying to steer me to EEE compliance , and therefore not trying to provide full and open cooperation for my continued attempts to Appeal or other alternatives. But I ask that you cooperate with my attempts and be 100 % forthcoming and honest.

I now have , not one , but TWO avenues for strict EEE compliance, and I formally request you to respond appropriately, not biased.

They are as follows:

1) pursuant to your reliance to your City Resolution 71, 834 N.S. In Chapter XVII, on page 5, under Miscellaneous category of your Resolution there exists TWO apparent and obvious avenues of exception. The first being " Items that require review which are not otherwise explicitly covered in the Fee Schedule indicate a fee of $250.

In citing that /referencing that exception, it effectively eliminates you from engaging in interpretation or determination of a $1000 fee for land use. This EEE Appeal is NOT explicitly covered and therefore FALLS within the parameters of this alternate path and fee of $250.

2) The same exact alternate path of exception provides for a "Unreasonable Hardship Exception" appears to provide an alternate path for Exception or some form of either/ or exemption, or fee waiver in its entirety.

That said, what are the specific guidelines for this Exception? What is/are the criteria that creates and provides for that Exception/exemption?

I do not want to rely on any interpretation(s) that you may elect to exercise or implement. This should be documented and readily available.

If the specific criteria is not a specified as a part of this resolution, then I nwould ask that you delegate/assign this request for specific criteria to someone OTHER THAN YOU, as I see you as 100% biased, even with the 2 week pause, which is still rooted in unwavering insistence of compliance with the standard EEE provisions.

Please respond and do not defer or fail to respond to this request for information that will tend to lead to alternative paths from EEE compliance.
Because time is a important consideration, please respond ASAP.

Thank you, Andrew Marowitz andrewmarowitz@sbcglobal.net

On Tuesday, October 14, 2025 at 05:51:54 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez, ,I refer you to **Chapter XVII on page 5 of the 71,834 N.S**.

"not explicitly described service shall be a fee of $250 (and not allowq you the discretion or interpretation of the $1000 Appeal fee.)

Please respond to this basis for the Appeal.

I included that issue in the follow up email, of which you have not reviewed or responded to.

Andrew Marowitz
On Tuesday, October 14, 2025 at 05:37:34 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Afternoon Mr. Marowitz,

Thank you for stopping by our offices. I believe we had a productive meeting.

As discussed in our meeting, I am writing to summarize our agreement and next steps.

Thank you for describing and confirming the existing E3 components of the building, and for acknowledging that State Law does not allow for owner self-certification or exemptions for owner-occupied units.

I will place a two-week hold on any further actions by the Building and Safety Division regarding potential citations. During this time, you may choose one of the following options:

1. Appeal the Building Officials determination regarding the applicability of the E3 Program to owner-occupied units (as outlined in my email sent Thursday, October 9, 2025, at 4:38 PM).
    - Please note that an appeal requires a $1,000 fee and a written letter containing the information specified in BMC 19.44.040.

2. Submit a completed Exterior Elevated Elements Inspection Program Certification Form.
    - As noted in my October 9 email, you must confirm that a licensed professional—compliant with State Law—has been retained to perform the inspection. This confirmation can be provided by either:
        - A copy of your signed contract with the licensed professional, or
        - An email thread with the professional confirming the scheduled inspection date.

As we concluded our meeting, you mentioned that you would most likely retain the services of a contractor to perform the inspection and provide the required certification. Whichever option you decide, please confirm your intended course of action within the two-week hold period.

Sincerely,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

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Please consider the environment before you print

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Tuesday, October 14, 2025 3:21 PM
To: Lopez, David
Subject: Re: 1615 Fairview

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

if you look at
Chapter XVII,page 5 Miscelaneous you will see a detail which states
"For items that require review and which are not otherwise explicitly coveredin Fee Schedule, such as Altrnate method applications, Requests for Unreasonable Hardship Exceptions, Requests for Determinations ,etc." has/have a Fee of $250.

I submit that the Appeal is exctly a fit for this Appeal.

The Appeal is not explicitly addressed, not to mention hardship exceptions.

This is not an interpretation, by you as you have liberally exercised as Appeal of a land use hearing Appeal, It is not explicitly covered.

Andrew Marowitz

On Wednesday, October 8, 2025 at 03:27:53 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Afternoon Mr. Marowitz,

I want to inform you that Ms. Burr has forwarded me all your communications. I will be responding to you in the next several days.

I know you are being insistent for a response but rest assured I will respond. Please discontinue sending emails to Ms. Burr.

Regards,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Tuesday, October 14, 2025 12:22 PM
To: Lopez, David
Subject: Re: E3 requirements for 1615 Fairview St.

Mr. Lopez:

It occurs to me,.and I will document for the record that
1) You stated that I admittred to EEE needs. I asked that you provide that email, and you refused (silently)
2) You stated that in my emails, I provided photographs of the EEE issues. I asked that you provide the email with the photos, and you refused to provide that email (silently).
3) You stated ,falsely that RHSP deals only with habitsability, when ,in fact the Rental Housing SAFETY program provides certification by Owner for SAFETY, including but not limited to vEEE and handrails, etc.

It is perfectly clear to me that you are staging your responses to slant any Appeal I submit.
4) You cited City of Berkeley rule 71,834 N.S. to impose a $1000 Appeal fee. And here, again, there is no such rule, and that you deliberately misled me, in your coercion to force me to pay $1000 for an Appeal Fee for a NON LAND USE APPEAL.

Clearly, you are BIASED and should be held strictly accountable for your unconscionable bad conduct.. You speak of respect, but, you have communicated cordially, but with lies, with fact manipulation, with misrepresentation, and if that is not disrespect and thuggery, I do not know the meaning of disrespect and deliberate misrepresentation. You should be apologetic and regretful of your contemptible conduct.

I will forward this to City Council, and you should be recused for providing false responses repeatedly

On Tuesday, October 14, 2025 at 09:20:46 AM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Morning Mr. Marowitz,

You would submit the appeal letter at our office

1947 Center Street, 3rd Floor

Berkeley, CA 94704

The appeal fee per City Council approved resolution 71,834 N.S. is $1000.00.

The code reference you provide is correct. The catalyst code section is in BMC 19.28.010 section 113.1 which then refers you to BMC 19.44.020 of which body will hear the appeal and then under the same BMC title is what is requried in an appeal letter BMC 19.44.040. A letter from you that has all the information you listed below is adequate.

When you arrive please let the welcome station person know your name and that I am expecting you. I am not available from 10 to noon.

Regards,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Please consider the environment before you print

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 10, 2025 8:05 PM
To: Lopez, David <dlopez@berkeleyca.gov>
Subject: Re: E3 requirements for 1615 Fairview St.

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

As of NOW, I have completed preparation of the form for Appeal, specifically, the REQUEST FOR HEARING ON ADMINISTRATIVE CITATION.

IT INDICATES THAT I MUST PAY THE APPEAL FEE IN ADVANCE, BUT THUS FAR, I DO NOT KNOW HOW MUCH THAT FEE IS, SINCE YOU NOR MS. BURR HAVE DISCLOSED THAT INFORMATION.

AGAIN, WHAT IS THE SPECIFIC AMOUNT OF MONEY FOR THE APPEAL HEARING, SO THAT I CAN INCLUDE A CHECK FOR THAT AMOUNT?

I WILL BE HAND DELIVERING THE HEARING REQUEST FOR APPEAL ON OR BEFORE OCTOBER 15TH,. TO THE FINANCE CUSTOMER SERVICE CENTER AT 1947 CENTER ST., AS REFERENCED IN THE FORM FOR AN ADMINISTRATIVE HEARING REQUEST.

Form of Appeal. Any person entitled to service under Section 1101 of the Berkeley Housing Code may appeal any notice and order or any action of the Building Official under this code by filing at the Office of the Building Official a written appeal containing:

iT APPEARS THAT I AM TO SUBMIT MY APPEAL REQUEST TO THE OFFICE OF THE BUILDING OFFICIAL. APPARENTLY, THAT IS YOU.

AND ,APPRENTLY THE FORM I HAVE PREPARED IS NOT THE CORRECT FORM. PURSUANT TO BMC 1944.040, I AM SUPPOSED TO CREATE MY OWN APPEAL REQUEST FORM.

1. A heading in the words: "Before the Housing Advisory Commission of the City of Berkeley"

2. A caption reading: "Appeals of.....," giving the names of all appellants participating in the appeal.

3. A brief statement setting forth the legal interest of each of the appellants in the building of the land involved in the notice and order.

4. A brief statement in ordinary and concise language of that specific order or action protested, together with any material facts claimed to support the contentions of the appellant.

5. A brief statement in ordinary and concise language of the relief sought and the reasons why it is claimed the protested order or action should be reversed, modified or otherwise set aside.

6. The signatures of all parties named as appellants and their official mailing addresses.

7. The verification (by declaration under penalty of perjury) of at least one appellant as to the truth of the matters stated in the appeal.

I will be coming to 1947 Center St. on Tuesday, October 14th,2025. If you could update me as to the most appropriate room/suite/ office, so that I know exactly where to submit my request for Appeal. Thank you.

Very Truly Yours, Andrew Marowitz 510-356-6813 Owner and Sole Occupant 1615 Fairview St. Berkeley CA 94703

Mr. Lopez:

I ask you again, how much is the Appeal Fee AND where or who do I submit my Appeal to? Time is of the essence now, since I am six days from the deadline and Monday is another holiday for the City of Berkeley.

Please inform me as soon as possible/ not later than Tuesday.

I believe that I'm being reasonable and honest. Are you?

Please respond.

Andrew Marowitz 510-356-6813

On Friday, October 10, 2025 at 08:16:52 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

What is the precise dollar amount for the fee imposed to file an Appeal in the EEE debate?

cer·ti·fi·ca·tion

/ˌsərdəfəˈkāSHən/

noun

NORTH AMERICAN ENGLISH

1.
2.
3. the action or process of providing someone or something with an official document attesting to a status or level of achievement.

   "a fundamental requirement for organic certification"

   - an official document attesting to a status or level of achievement.

     plural noun: **certifications**

     "graduates who want to gain industry-recognized certifications

   -
   - Why can't an Owner " Certify" the level of safety? Do you think an owner will lie and put himself in a position to be sued for falsifyiing and a serious accident occurs from a handrail disconnecting?
   - What are the odds of that occurring?
   - About a 1000 times less than a balcony collapsing because 10 people are all in a balcony exceeding the limits of the structure. 10 people of adult size amounts to at least 1500 pounds, if not 1800 pounds, on one wood based balcony. Is that considered a safety hazard/ safe? How about a telephone booth?
   -

- Why is a handrail which is located on the second floor landing , calculated as being above six feet from the ground? why not within 6 feet from the landing? Does that make sense? Not in my reality, but maybe in an agenda to impose authority and fees, such an interpretation is somehow justifiable.

4. Andrew Marowitz

On Thursday, October 9, 2025 at 10:06:32 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Sorry, another point.

You state "The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building.

What about the fact that the City of Berkeley refuses to allow me to downsize to a single familiy dwelling? How unfair is that? Where is my control of my own property. It doesn't exist. I would downsize to R1.

What components did I confirm that need to be certified?
What photods in one of my documents confirm that E3 elements exist in my building. Please provide ththose pictures ASAP. I do not recall ever providing pictures.

Andrew Marowitz

On Thursday, October 9, 2025 at 04:37:45 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good afternoon Mr. Marowitz,

Your numerous recent communications have been forwarded to me by staff. I understand that you were frustrated while awaiting my response.

First, I must address the tone of your communications to staff. Your messages have been unprofessional and discourteous. This is unacceptable. If similar communications continue, I will cease direct correspondence and refer the matter to my Director. City staff must be treated with respect.

Second, the information provided to you by Ms. Burr—both by email and in person—is accurate. She has reviewed your case with me, and I have confirmed that her guidance reflects the City's interpretation of applicable codes.

To clarify the matter: this is my formal determination. If you disagree, you may appeal my interpretation of the code in accordance with Berkeley Municipal Code (BMC) Title 19.28.020, Section 113 and 19.44. The notice of appeal shall be filed, along with the payment of the appeal fee, at my office within 30 days of this email and must contain the information listed in BMC Section 19.44.40.

1. There seems to be some confusion and comingling of Berkeley Municipal Code programs in your communications. You frequently refer to RHSP when addressing E3 compliance concerns. The two programs are two different and distinct programs. Ms. Burr is not associated with RHSP. She is only associated with the E3 program.

    a. The Rental Housing Safety Program is tasked with enforcing the housing code and the City requires that all rental units in the City of Berkeley be inspected for conformance to the housing code per BMC 19.40. The authority is provided by the State under California Health and Safety Code, Division 13, Part 1.5

Regulation of Buildings Used for Human Habitation, Sections 17910, 17920, and 17970, and other housing related Codes as adopted by the City.

i. Owner-occupied units are exempt from RHSP inspections because the program's intent is to protect tenants from substandard housing conditions.

b. The Exterior Elevated Elements Program is tasked with enforcing State law found under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973. The authority is given to us under BMC 19.40.040. The BMC requires, that all "projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, shall be inspected within six months of adoption of this section, and every six years thereafter….." State law says, "Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected." Multifamily dwelling unit building is defined as housing where multiple separate dwelling units for residential inhabitants are contained within one building.

i. Buildings that contain three or more dwelling units are classified as R-2 occupancy buildings. The building at 1615 Fairview is considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?

Nowhere in the E3 laws does it give the City any authority to exempt owner occupied dwellings in an R-2 building. The history of the program started when the tragic incident occurred on June 16, 2015 when the exterior balcony collapsed and 6 young people died and 7 others were injured. Immediately after, the City passed an emergency ordinance to require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a

minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation Warning Letter for not complying with State and City laws. In the warning letter (attached) you have been given a deadline of October 16th to provide a completed and signed, by the retained professional, the Exterior Elevated Elements Inspection Program Inspection Certification form. If this does not occur, citations will be levied. I do have the authority to provide a onetime extension on when the form will be due. If you confirm that you have hired a licensed professional, compliant with State Law, by either sending me a copy of your signed contract with the licensed professional -or- an email thread with the professional confirming the date of their scheduled inspection and that you will be sending me a completed and signed inspection certification form, I will extend the due date for us receiving the form to November 14th.

If the certification does indicate that corrective work is required, then apply for a building permit within 120 days of the date signed on the form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 120 days of permit issuance.

Regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Tuesday, October 14, 2025 11:27 AM
To: Lopez, David
Subject: Re: E3 requirements for 1615 Fairview St.

Mr. Lopez:

I have forwarded our emails to a City Council staff person for review, while complaining on the arbitrary imposition of the Appeal Fee for a non land use EEE Appeal being $1000, the same on non compliance penalty.

She is reviewing, and depending on what she preliminarily concludes, will be calling you, and perhaps, the Planning Director, if and as needed.

Again, to impose a $1000 Appeal fee for EEE, a non-land use Appeal , and for a Rule that apparently doesn't exist, is the building director acting with Bias and bully like tactics.

Please respond. I will be delivering the Appeal WITHOUT a fee at this time, and we can decide what is appropriate. To reject my timely Appeal , due to no Appeal fee would not be fair, in light of the dispute of the amount of the Appeal fee .

Andrew Marowitz

On Tuesday, October 14, 2025 at 10:38:07 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

There are clear indications that the City of Berkeley does not want to impose such a high sanction that it deters, and discourages an Appeal.

It appears by you imposing a $1000 Appeal fee, that you are willfully setting the table to discourage me from Appealing. This is contrary to the City of Berkeley protocols not to deter Appeals. **Further, this /my Appeal is NOT a land use Appeal,** it is Appealing the protocols of thE EEE enforcement, not a land use Appeal. It is clear to me that you are unwaveringly BIASED, Prejudiced and cannot be trusted to be fair and impartial. You have ,again, misrepresented the truth, by referencing the fee for a land use Appeal. I request that you recuse yourself, and assign someone who can be fair, impartial AND HONEST.

Moreover, I researched your citation. It states "

"The claim that the City of Berkeley's appeal fee is $1,000 per Resolution 71,834 N.S. is misleading. The $1,000 fee is the reduced cost for a specific type of **land-use appeal**, and the actual fee varies depending on the type of decision being appealed and who is filing the appeal. **No record of Resolution 71,834 N.S. could be found, suggesting the reference is either outdated, incorrect, or applies to a different department".**

Here are the accurate details on appeal fees for planning and land use decisions in Berkeley:

Land use and zoning appeals

For appeals regarding decisions made by the Zoning Adjustments Board (ZAB) or the Landmarks Preservation Commission (LPC), the fee structure for non-applicants is:

- **Standard fee:** $3,000.
- **Reduced fee: $1,000. To qualify for this rate, the appeal must be signed by at least 50% of the parcels or dwelling units within 300 feet of the project site, or 25 such persons (excluding dependent children), whichever is less.**

Other appeal types

The City of Berkeley lists several other appeal fees, all of which are subject to change by city council resolution:

- **Administrative Use Permit (AUP) decisions:**
  - **Standard fee:** $2,000.
  - **Reduced fee:** $800, which requires the signatures of at least 35% of the parcels or dwelling units within 300 feet of the project site, or 20 such people (whichever is less).
- **Design review decisions:** $2,000 for non-applicants.
- **Administrative citation appeals:** To appeal a citation, you must pay an advanced deposit of the fine amount. Fee waivers are available for those with financial hardship.
- **Right-of-way permit appeals:** The fee is set by a resolution of the City Council. Waivers can be requested to ensure equal access to the appeals process.

Key takeaways

- **Resolution 71,834 N.S. is not the current source of authority for these fees.** A more recent city council resolution amends the Land Use Planning Division fee schedule.
- The $1,000 fee is a specific discounted rate for land-use appeals, not the default cost.
- The applicable appeal fee depends on the type of decision and the number of people involved in the appeal.
- Always check the official City of Berkeley website for the most current fee information, as it is subject to change.
- Filing an Appeal on a Zoning or Land Use Decision

  Filing an Appeal on a Zoning or Land Use Decision. Learn how to appeal a project. Discover the timeline and costs. Anyone may appe...

The City of Berkeley (.gov)

- 16.10.150 Appeals - Berkeley Municipal Code

  This section is included in your selections. * A. An applicant for a PROW permit under this Chapter or any resident or owner of pr...

Berkeley Municipal Code

- Resolution - City Council Report ##-##-####

  Mar 11, 2025 — This policy implements Council and community-identified goals to prevent and reverse displacement from Berkeley, as we...

The City of Berkeley (.gov)

Show all

On Tuesday, October 14, 2025 at 09:20:46 AM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Morning Mr. Marowitz,

You would submit the appeal letter at our office

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Berkeley, CA 94704

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David A. Lopez

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1. A heading in the words: "Before the Housing Advisory Commission of the City of Berkeley"

2. A caption reading: "Appeals of.....," giving the names of all appellants participating in the appeal.

3. A brief statement setting forth the legal interest of each of the appellants in the building of the land involved in the notice and order.

4. A brief statement in ordinary and concise language of that specific order or action protested, together with any material facts claimed to support the contentions of the appellant.

5. A brief statement in ordinary and concise language of the relief sought and the reasons why it is claimed the protested order or action should be reversed, modified or otherwise set aside.

6. The signatures of all parties named as appellants and their official mailing addresses.

7. The verification (by declaration under penalty of perjury) of at least one appellant as to the truth of the matters stated in the appeal.

I will be coming to 1947 Center St. on Tuesday, October 14th,2025. If you could update me as to the most appropriate room/suite/ office, so that I know exactly where to submit my request for Appeal. Thank you.

Very Truly Yours, Andrew Marowitz 510-356-6813 Owner and Sole Occupant 1615 Fairview St. Berkeley CA 94703

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I ask you again, how much is the Appeal Fee AND where or who do I submit my Appeal to? Time is of the essence now, since I am six days from the deadline and Monday is another holiday for the City of Berkeley.

Please inform me as soon as possible/ not later than Tuesday.

I believe that I'm being reasonable and honest. Are you?

Please respond.

Andrew Marowitz 510-356-6813

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What is the precise dollar amount for the fee imposed to file an Appeal in the EEE debate?

cer·ti·fi·ca·tion

/ˌsərdəfəˈkāSHən/

noun

NORTH AMERICAN ENGLISH

1.
2.
3. the action or process of providing someone or something with an official document attesting to a status or level of achievement.

   "a fundamental requirement for organic certification"

   - an official document attesting to a status or level of achievement.

     plural noun: **certifications**

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4. Andrew Marowitz

On Thursday, October 9, 2025 at 10:06:32 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Sorry, another point.

You state "The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building.

What about the fact that the City of Berkeley refuses to allow me to downsize to a single familiy dwelling? How unfair is that? Where is my control of my own property. It doesn't exist. I would downsize to R1.

What components did I confirm that need to be certified?
What photods in one of my documents confirm that E3 elements exist in my building. Please provide ththose pictures ASAP. I do not recall ever providing pictures.

Andrew Marowitz

On Thursday, October 9, 2025 at 04:37:45 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good afternoon Mr. Marowitz,

Your numerous recent communications have been forwarded to me by staff. I understand that you were frustrated while awaiting my response.

First, I must address the tone of your communications to staff. Your messages have been unprofessional and discourteous. This is unacceptable. If similar communications continue, I will cease direct correspondence and refer the matter to my Director. City staff must be treated with respect.

Second, the information provided to you by Ms. Burr—both by email and in person—is accurate. She has reviewed your case with me, and I have confirmed that her guidance reflects the City's interpretation of applicable codes.

To clarify the matter: this is my formal determination. If you disagree, you may appeal my interpretation of the code in accordance with Berkeley Municipal Code (BMC) Title 19.28.020, Section 113 and 19.44. The notice of appeal shall be filed, along with the payment of the appeal fee, at my office within 30 days of this email and must contain the information listed in BMC Section 19.44.40.

1. There seems to be some confusion and comingling of Berkeley Municipal Code programs in your communications. You frequently refer to RHSP when addressing E3 compliance concerns. The two programs are two different and distinct programs. Ms. Burr is not associated with RHSP. She is only associated with the E3 program.

    a. The Rental Housing Safety Program is tasked with enforcing the housing code and the City requires that all rental units in the City of Berkeley be inspected for conformance to the housing code per BMC 19.40. The authority is provided by the State under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Sections 17910, 17920, and 17970, and other housing related Codes as adopted by the City.

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b. The Exterior Elevated Elements Program is tasked with enforcing State law found under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973. The authority is given to us under BMC 19.40.040. The BMC requires, that all "projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, shall be inspected within six months of adoption of this section, and every six years thereafter….." State law says, "Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected." Multifamily dwelling unit building is defined as housing where multiple separate dwelling units for residential inhabitants are contained within one building.

i. Buildings that contain three or more dwelling units are classified as R-2 occupancy buildings. The building at 1615 Fairview is considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?

Nowhere in the E3 laws does it give the City any authority to exempt owner occupied dwellings in an R-2 building. The history of the program started when the tragic incident occurred on June 16, 2015 when the exterior balcony collapsed and 6 young people died and 7 others were injured. Immediately after, the City passed an emergency ordinance to require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation Warning Letter for not complying with State and City laws. In the warning letter (attached) you have been given a deadline of October 16th to provide a completed and signed, by the retained professional, the Exterior Elevated Elements Inspection Program Inspection Certification form. If this does not occur, citations will be levied. I do have the authority to provide a onetime extension on when the form will be due. If you confirm that you have hired a licensed professional, compliant with State Law, by either sending me a copy of your signed contract with the licensed professional -or- an email thread with the professional confirming the date of their scheduled inspection and that you will be sending me a completed and signed inspection certification form, I will extend the due date for us receiving the form to November 14th.

If the certification does indicate that corrective work is required, then apply for a building permit within 120 days of the date signed on the form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 120 days of permit issuance.

Regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

FRAUD ALERT! Do not provide payment information by telephone. City of Berkeley Building and Safety staff will NEVER call to ask for payment. If you receive such a call, please HANG UP! Email Planning@berkeleyca.gov about it, and report the fraud attempt to the Berkeley Police Dept. at (510) 981-5900.

This e-mail contains privileged information intended only for the use of the addressee(s). If you are not the intended recipient, any disclosure, copying, distribution, or any action taken in response to this e-mail is prohibited and unlawful. If you have received this e-mail in error, please notify sender by e-mail and then discard. Thank you for your cooperation.

Please consider the environment before you print

Burr, Galadriel

From: Lopez, David <dlopez@berkeleyca.gov>
Sent: Tuesday, October 14, 2025 9:21 AM
To: 'Andrew Marowitz'
Cc: Jensen, Jeff
Subject: RE: E3 requirements for 1615 Fairview St.

Good Morning Mr. Marowitz,

You would submit the appeal letter at our office

1947 Center Street, 3rd Floor
Berkeley, CA 94704

The appeal fee per City Council approved resolution 71,834 N.S. is $1000.00.

The code reference you provide is correct. The catalyst code section is in BMC 19.28.010 section 113.1 which then refers you to BMC 19.44.020 of which body will hear the appeal and then under the same BMC title is what is requried in an appeal letter BMC 19.44.040. A letter from you that has all the information you listed below is adequate.

When you arrive please let the welcome station person know your name and that I am expecting you. I am not available from 10 to noon.

Regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Tuesday, October 14, 2025 8:57 AM
To: Lopez, David
Subject: Re: E3 requirements for 1615 Fairview St.

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

It is now 8:45 am on Tuesday, October 14th, 2025. I am preparing to hand deliver my completed Appeal for Request of Administrative Hearing, and do not know where I should deliver it, and here at my computer expecting you to provide instructions.

I have also included a copy of the RHSP self certification checklist, which includes the Elevated Exterior Decks, Balconies, landings and handrails on the rear page. This should provide a reasonable basis for Appeal.

Waiting for your email to advise me where to deliver my Appeal ASAP. If I do not receive any communication withoin one hour, I will go to the 3rd floor of 1947 Center street and ask the guy at the front counter. Maybe he will be able to advise me.

Please respond ASAP.

Andrew Marowitz 510-356-6813

On Friday, October 10, 2025 at 08:04:43 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

As of NOW, I have completed preparation of the form for Appeal, specifically, the REQUEST FOR HEARING ON ADMINISTRATIVE CITATION.

IT INDICATES THAT I MUST PAY THE APPEAL FEE IN ADVANCE, BUT THUS FAR, I DO NOT KNOW HOW MUCH THAT FEE IS, SINCE YOU NOR MS. BURR HAVE DISCLOSED THAT INFORMATION.

AGAIN, WHAT IS THE SPECIFIC AMOUNT OF MONEY FOR THE APPEAL HEARING, SO THAT I CAN INCLUDE A CHECK FOR THAT AMOUNT?

I WILL BE HAND DELIVERING THE HEARING REQUEST FOR APPEAL ON OR BEFORE OCTOBER 15TH,. TO THE FINANCE CUSTOMER SERVICE CENTER AT 1947 CENTER ST., AS REFERENCED IN THE FORM FOR AN ADMINISTRATIVE HEARING REQUEST.

Form of Appeal. Any person entitled to service under Section 1101 of the Berkeley Housing Code may appeal any notice and order or any action of the Building Official under this code by filing at the Office of the Building Official a written appeal containing:

iT APPEARS THAT I AM TO SUBMIT MY APPEAL REQUEST TO THE OFFICE OF THE BUILDING OFFICIAL. APPARENTLY, THAT IS YOU.

AND ,APPRENTLY THE FORM I HAVE PREPARED IS NOT THE CORRECT FORM. PURSUANT TO BMC 1944.040, I AM SUPPOSED TO CREATE MY OWN APPEAL REQUEST FORM.

1. A heading in the words: "Before the Housing Advisory Commission of the City of Berkeley"

2. A caption reading: "Appeals of.....," giving the names of all appellants participating in the appeal.

3. A brief statement setting forth the legal interest of each of the appellants in the building of the land involved in the notice and order.

4. A brief statement in ordinary and concise language of that specific order or action protested, together with any material facts claimed to support the contentions of the appellant.

5. A brief statement in ordinary and concise language of the relief sought and the reasons why it is claimed the protested order or action should be reversed, modified or otherwise set aside.

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    a. The Rental Housing Safety Program is tasked with enforcing the housing code and the City requires that all rental units in the City of Berkeley be inspected for conformance to the housing code per BMC 19.40. The authority is provided by the State under California Health and Safety Code, Division 13, Part 1.5

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To: Lopez, David
Subject: Re: E3 requirements for 1615 Fairview St.

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Sorry , one more point. Because of one and only one balcony tragedy, in which there have been none before or since, we, the thousands of owners are being imposed to pay this EEE fee set structure, a revenue generator for the City of Berkeley. Justice is blind deaf and dumb,

It tears me up inside that this fee/revenue structure silently exists. And City employees laugh straight to their bank with their paycheck.

On Thursday, October 9, 2025 at 09:52:10 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

One added point. You want compliance and will provide an extension if I hire a contractor by October 16. But, I would need to pay him half or all by October 16. But what if my available money is dedicated for property taxes, including ongoing parcel taxes by the City of Berkeley? Does that matter? Not to the City. Authority and Control and Mandated Compliance.....

and a hundred revenue generating sources, including EEE and the contractor's business license and tax..

Government is my oppressor in life. My worst enemy in life.

Very honestly, Andrew marowitz

On Thursday, October 9, 2025 at 09:43:10 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

Respectfully, Respect is a two way street. Ms. Burr had a duty to disclose the name of her supervisor, who she forwarded the emails to. She, in refusing that repeated request, was dishonest and totally disrespectful.

You probably know, but I should not automatically assume that, contained in the State Law, it defers their law to the local municipality laws, since State Law essentially rubber stamped the Berkeley law, but then went further.

In many ways, you pretty much carbon copied Ms. Burr,and also in omitting responses to my counterpoints, while re-directing to your points. Honestl;y, if I'm correct, I find that to be biased, disrespectful, and treats me like an ignorant person. It feels as if you are talking at me, citing your interpretation for the purpose of prevailing on Appeal, and warning me of the financial cost of that Appeal.

Respectfully, you are telling me that local ordinance provisions are what they are, and then telling me that there are no exemptions, , that RHSP deals with Habitability (**but you omit that there are inherent inclusions of safety, AS IT RELATES TO THE RENTAL UNITS, ie electrical, roofing, flooring, structure, etc**. THE OWNER OCCUPANT SIGNS OFF ON ALL THOSE SAFETY INSPECTIONS IN EACH THE TENANT'S PREMISES.

Under RHSP, If the City/the EEE section had any concern from imposing this cost burden in the least, the City could advocate to City Council for the adoption of Owner Occupied Exemptions of their own units. Instead, you position your points as if that is impossible, when it is not, and the truth is that you/ the EEE section and the City couldn't care less about the cost burden imposed oon me/us.

" i. YOU STATE "**Owner-occupied units are exempt from RHSP inspections because the program's intent is to protect tenants from substandard housing conditions." BUT,** That is only partially true and accurate.

In the RHSP, The owner in a fourplex is provided with Owner Occupied Exemption of his unit. not merely because the program's intent is to protect tenants, but the inferred detail is that the Owner-OCCUPANT TAKES RESPONSIBILITY FOR HIS OWN SAFETY, IF HE HURTS HIMSELF. HE CAN'T SUE HIMSELF. The property Owner-Occupant states, under penalty of perjury, and **assures that all of these inherent safety concerns are in fact, not ONLY habitable, but also that there are no unsafe conditions that exist.. I truly do not understand why you appear to omit any reference to these safety assurances**. It is a significant basis for me advocating adoption of the protocols of the RHSP. I respectfully believe and assert that you insist on keeping the protocols without contemplation of the benefits of the protocols of the RHSP.
Moreover, the Owner Occupant assumes any and all liability if any safety based accident occurs, and releases the City from Liability, though Anyone can sue the City regardless of assignment of liability to the Owner.

You know very well, the underlying basis for the City's building inspectors not doing the EEE inspections and being accountable for such inspections is potential liability, and so the City burdens the Owner financially for paying for the services of a 3rd party licensed professional who assumes liability. So the City burdens me with $400 and up. Gotta love it. Can we be honest? The licensed contractor will likely cost $400. If a Building permit is required, that is another $350, If repair materials and labor are needed, then it goes to $1000. Just a low cost compliance program, to protect from accidents from balconies and decks.

If the City gave a damn about the property owner's money, they would implement that concern by reducing/ eliminating the cost burden. Instead, to protect the City from the balcony liability, the City requires us to pay as much as $1000 and sometimes more. As always, we property ,owners must pay, and pay,and pay,and pay..... fire extinguisher fees, RHSP, property taxes, parcel taxes, rent regisration fees, business tax, building permit fees, planning fees, penalty enforcement everywhere,

Moreover, the State Law langauge applies a focus on "LOAD BEARING ELEMENTS" . In my world, handrails are not load bearing elements, but balconies and decks are. In fact, my handrail going up to the second floor is NOT WOOD< BUT METAL, so no rotten or weathered wood.
It is so convenient to burden the Owner, and extend the reach and intention of the enforcement of the Ordinance. Why not include elements that are ground level and potentially hazardous? Lead Paint? When , if ever does the City stop extending its reach and authority, and leave the Owner and / or Owner Occupant in peace, and provide some benefits. ANSWER, NEVER. That is what City Employees are paid to do.

And all of these taxes,fees, and penalties go to pay to the general fund, 80% paying for salaries, benefits, and pensions and colas for City Employees. Is it possible that Ordinances place regulations on Property Owners to generate revenue, the unspoken priority? I guess the fact that Berkeley City employees have more paid holidays than any other city in the state is irrelevant and not to be co-mingled with the revenue generating EEE fee generation. ie building permit, business license and tax on the licensed contractor, who must be registered business in the City of Berkeley, or cannot be hired. Yes, the EEE program is a serious revenue generator when closely examining the entire structure. Government regulation and governmejnt revenue. General fund, salaries, benefits and pensions.

What is amazing is that government, in all of its forms, places no limits on their taxation that it takes from the citizens. The government , in all of its forms is relatively unconcerned with what amount of money remains in the citizens wallet. They are , more or less, only concerned with funding the ever increasing size and cost of government. But, in your mind, I have migrated away from the relevancy of this "debate". Or, maybe that is what underlies the various revenue generating taxes, fees and penalties???

And , sometimes the City is the negligent entity. Ironically, the City merely says Shortage of Resources and/ or manpower, so we can't provide that service . Like cleaning up the fallen/ windblown desiduous leaves leaves from the streets/sidewalks, and even inside my property. The City never cleans up this mess for months, along Alcatraz Ave. Double Standard.

Why can't the citizens point the finger at the City, and it counts as much/ holds the City strictly accountable/ the same degree of accountability, as when the City points the finger at the citizens, nd holds us accountable? Double Standard.

Can we be honest and comprehensive? Wil you agree with anything I say in my emails, in this email response

Interestingly, I respect the extension (if I hire a licensed contractor, but if I appeal, and continue to proceed to a Court of lkaw, and the enforcement remains pending, compliance would be deferred by almost a year, if not longer.

If I present sound counterpoints, as I believe that I have done, I think, then the Planning Commission should not impose a high Appeal Fee, that I'm seeking a reasonable decision, one that is not so biased as Ms. Burr's or Your one sided interpretation.

Isn't it possible that the EEE section/YOU can recommend to City Council to approve of a change in EEE protocol, thereby providing an Owner Occupancy Exemption. YES OR NO?
But, that Ms. Burr, and/ or you REFUSE to forward such a recommendation to City Council, thatnit is possible, but that the EEE section refuses to make any such proposed and recommended modificiation. ISN"T THAT THE ACCURATE TRUTH? yes or no?

ANDREW MAROWITZ 510-356-6813

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i. Buildings that contain three or more dwelling units are classified as R-2 occupancy buildings. The building at 1615 Fairview is considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?

Nowhere in the E3 laws does it give the City any authority to exempt owner occupied dwellings in an R-2 building. The history of the program started when the tragic incident occurred on June 16, 2015 when the exterior balcony collapsed and 6 young people died and 7 others were injured. Immediately after, the City passed an emergency ordinance to require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation

Warning Letter for not complying with State and City laws. In the warning letter (attached) you have been given a deadline of October 16th to provide a completed and signed, by the retained professional, the Exterior Elevated Elements Inspection Program Inspection Certification form. If this does not occur, citations will be levied. I do have the authority to provide a onetime extension on when the form will be due. If you confirm that you have hired a licensed professional, compliant with State Law, by either sending me a copy of your signed contract with the licensed professional -or- an email thread with the professional confirming the date of their scheduled inspection and that you will be sending me a completed and signed inspection certification form, I will extend the due date for us receiving the form to November 14th.

If the certification does indicate that corrective work is required, then apply for a building permit within 120 days of the date signed on the form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 120 days of permit issuance.

Regards,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 9, 2025 5:40 AM
To: Lopez, David
Subject: Re: 1615 Fairview

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

I am unsure how to respond to you.

Ms. Burr indicated that she forwarded my emails to " her supervisor". Initially and based on numerous attempts to " motivate" a response from Ms. Burr, she unwavering refused to provide the name and title of her supervisor. Then, you show up, the top official in the Building sub-division, not just a mere supervisor. It might seem as if there is a serious jump in authority , not a mere supervisor. And here might be a serious agenda in the works, from someone far more authoritative, not a mere supervisor, given that I have disclosed my intentions to Appeal.

It feels like there has been a deception by Ms. Burr, and her (mere) Supervisor who decided to forward this to you,as Chief Building Official, one with the highest authority. I tend to not believe that you are her direct supervisor, but the top authority, with the most expertise and authority, one in which will carry extreme weight in the Appeal process and with the Planning Commission. I suspect the mere mention of an Appeal has caused the direct supervisor to decide to bring you into the debate/ dispute of interprettions of contradicting protocols of the EEE and the RHSP protocols.

Lastly, as the Building Director, I am of the notion that the Chief Building Official may tend to not be fair-minded and open to (reasonable) counterpoints, but may provide a position to unwaveringly support and defend the EEE protocols, rather than provide reasonable legitimacy to the legitimacy of the protocols of the Rental Housing Safety Program.

If all/ most of my suspicions are close to accurate, then you will chew me up , and spit me out. A mere supervisor doesn't have your authority , nor level of knowledge and expertise. And it would seem you will structure your position such that EEE will not be contradicted by the protocols of the RHSP , which are far more preferable and favorable to the property owner and Owner Occupant, both in serving the interests of the Owner Occupant, as well as cost burden to the Owner and/ or Owner Occupant, as well as create/ facilitate a mechanism to protect/release the City of Berkeley from potential liability, in the event of a hypothetical injury. This, in turn, alleviates the Owner Occupant from spending about $1000 for a third party contractor, the building permit component for some repairs.

As absurd as this may sound, as an Owner Occupant, wanting an exemption from EEE, I just want to be left alone, and the RHSP protocols, generally provide such an Exemption.

My three rental units, all on the ground floor are all vacant/ not being rented **and will remain so until I sell this building**. Further, these ground floor rental units have no EEE components above six feet, or even 3 feet. Accordingly, these three units should be exempt from EEE.

Because of Rent Control, Just Cause, Attorney Fees by Statute, and $45,000 buy-out mandates, and Tenant Protection Ordinances (but no equal landlord protection Ordinance or any protections/ rights) AND MORE.

I hate being a landlord in the City of Berkeley,
and no one wants to discuss, why it is terrible for landlords to be landlords. Landlords have zero rights , protections or control of his business or possession of his property, once he rents it out. Why would anyone want to be a landlord? I do not want to wear a sign on my back that says " Victim, Please kick me.".
And the punishing City of Berkeley, instead of being tolerant of my preference to keep my rental units vacant willfully, now have the vacancy parcel tax, to punish owners who hate being landlords, who were massively victimized by the Eviction Moratorium and refuse to continue to be victimized. The City of Berkeley has regulated all avenues , thereby the Owner is not really the Owner, but merely the name of the deed. The City owns the property, via the never ending regulations, despite what the 5th and 14th Amendment say.
But, as Owner Occupant, I am exempt from the Vacancy Parcel Tax.

So, I suppose you will state that you are Ms. Burr's Supervisor, despite what appears to be a sizable authority jump, which may be fact manipulation, and the rest of the agenda, given my intentions to Appeal. Clearly, to me, there is BIAS and City Employees fully supporting each other and the City of Berkeley, to defend the EEE protocols, no matter what. But the RHSP protocols provide a win-win, for both the EEE/ the City, and the Owner/ Owner Occupant.

Respectfully, Andrew Marowitz, Owner and Owner Occupant/ sole Occupant of my building.

No one will be occuping space in my building until I sell m building. That is how much I hate being a landlord in the City of Berkeley. Nothing but a pain in my reality, It's(the headaches) are not worth the rental income. Thre is so much more to being a landlord than simply the money. I have been a landlord for 35 years. I know all of the ugly truths. Interest rates are beginning to come down.

On Wednesday, October 8, 2025 at 03:27:53 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Afternoon Mr. Marowitz,

I want to inform you that Ms. Burr has forwarded me all your communications. I will be responding to you in the next several days.

I know you are being insistent for a response but rest assured I will respond. Please discontinue sending emails to Ms. Burr.

Regards,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Sunday, October 5, 2025 8:42 PM
To: Burr, Galadriel
Subject: Re: City Response to Owner Letter Received 2025-09-25_1615 Fairview St Berkeley

Ms. Burr:

Additionally , you knowingly, willfully and deliberately qavoided and omitted any reference and inconsistency of the protocols that I submitted to you, AND YOUR BOSS, REGARDING THE RENTAL HOUSING SAFETY PROGRAM, which provides an exemption for Owner Occupied Units and self inspected and stated habitabily and safety of all components and oiperations of the building. Why shouldn't the EEE have the exact same protocols and procedures?

As such, you omitted any comment on the compaison of EEE and RHSP/

You have conducted yourself , not with "best regards" for me, but to omit any of my counterpoints and reasonable arguments in contradiction to EEE and protocols. By omitting so many /all of my counterpoints, you refused to concede on any of my logic. You didn't conduct yourself or the boss, with willingness to grant any of my points, thereby you were even remotely fair and reasonable, but with the agenda to impose your position regardless of its weaknesses.

You truly conducted this exchange by way of FRAUD BY OMISSION. This is hardly different than a crook trying to get away with a crime.

The government is supposed to be fair and honest, and let the chips fall where they may. But, not in the City of Berkeley/ This EE department. In Berkeley, Complete Authority/ Control, and as always $$$$$, even by lies by Omission.

But, instead you acted with complete dishonesty by Omission. To me, this / your frequent omissions of my points are dishonest and despicable. You should be willing to admit to such conduct. But, I expect you to avoid any mention of your conduct and my points and the comarison of the RHSP.

Do you consider/ believe that , by omission, you were completely honest and fair?

Do you believe that honesty requires addressing the opposing point of view, not just your biased , one sided position?

Please RESPOND, and address my points , not by re-directing the reader to your points, but by directly addressing MY POINTS.

Andrew Marowitz 510-356-6813

On Sunday, October 5, 2025 at 04:43:05 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

After having reviewed the entire series of documents, please disregard the prior request for the exemption documents.. I see them and have reviewed them.

Please provide the names and titles of those persons that advised or instructed you.

I will now review the state laws that you have referenced, though the state law(s) have made it perfectly clear that the state law defers to the local law(s), which ,effectively renders the state law(s) as moot. I will research and provide the specific law that advises deference to local laws.

Depending on what I research, I am recovering from my hip replacements and need some added time for good cause. I can re-attach the handrail, and will attempt to screw the few loose stair treads on the back stairs. AND/BUT I do not have

available funds to pay for a contractor and have dedicated my funds to property taxes due on December 10th or before. I suppose that your relentless protocols provide no tolerance for disables and low income individuals and that property taxes are irrelevant to the timeline, is that correct?

Again, the rental units aside from being vacant and unrented, have no EEE components 6 feet or over, and all three are on the ground floor will is 2 feet above the ground. Interestingly, you clearly omitted any commentary as to that component, Should that omission be construed as dishonest by omission? I specifically request a comment as to this disputed omission, immediately.

You also omitted any commentary as to my referencing that the second floor unit is exclusively Owner Occupied, and not a rental. I have repeatedly referenced this issue , asserting that I should be provided with an Owner Occupancy exemption, and would Appeal , based on said Owner Occupancy. Why did you omit any commentary as to this assertion.

As I previously stated in researching the original enactment of this issue by Nancy Skinner and Jerry Hall, Ms Skinner refused to include Owner Occupancy Exemptions claiming to "protecting the public", but that appears to be hypocritical/ "arbitrary and capricious", since she expressed no concern for the public in SFRs , Duplexes and Tri-Plexes.

Accordingly, I would respectully demand a response as to your/ your bosses interpretation mof these seeming contradictions of enforcement and exemptions . It would seem that Skinner elected to base the legislation on the building, which has no rights or protections, while Owner's/ persons have rights and protections. Please provide a response, since it appears that you omitted any commentary of anything that provides a contraversy of any sort, which may tend to weaken your/ your bosses/ the City's position.

Also , you omitted the distinction of the definitions of Multi-Unit as opposed to Multi-Family. What does it take for you to provide full and complete honest answers and responses, Ms. Burr, and you boss? As I have repeatedly stated, I am the only Occupant, and therefore a single family occupant, and I use all 4 units for my personal use, effectively making this a SFR. I cannot control the fact that the State and the City refuse to allow me to re-classify my Multi-Unit building as a SFR, though being the Owner and Occupant. It is not my fault , or agenda that government has decided to refuse any legal conversion to a SFR, because the State and City have taken away my rights to use my property as a legal SFR, due to their reckless creation of shortage of available housing to illegal immigrants, early release prisioners, and the homeless. The City and State , by self serving regulatory power, has refused my right to use my property as a single family dwelling. In other words, the government is toxic to my rights to use my property as a asingle family dwelling, and now states that I must pay fees for my use of the vacant rental units. When, if ever, do we/ society question or challenge government as self serving and disregards my 5th and 14th Amendment rights of ownership? NEVER? When, if ever, is government viewed as toxic? NEVER, unfortunately. Maybe , the Courts should ask such questions, rather than granting unquestioned authority over the citizens and property owners and owner Occupants?????
PLEASE RESPOND.

I respectfully believe and suggest that your frequent use of omissions could be construed as fraud by Omission. What do you think and say about your frequent use of City / self serving practice of selective omissions. Is it/ should it be considered as honest , or dishonest?

I strongly believe that the Planning Commission or the Courts should consider and decide on the possibility of providing Owner Occupancy Rights and , in this case, Exemptions if the particular set of facts clearly demonstrate that Owner Occupancy Exemption is , or should be, a legitimate right, protection, and benefit provided to Owner Occupants in their own property. Clearly, the relationship to protecting the public , is a convenient , but inconsistent with the same reasoning for SFR's Duplexes and Tri-Plexes, and "arbitrary and capricious" justification to deny Owner Occupancy status any rights, protections, or exemptions. And it should be viewed as such

Any further and continued avoidance of responses by willful and deliberate omission should and will be viewed as fraud by Omission, and will be argued as such , in my expected Appeal and any Court filing for a Judge to consider.

Government constantly endeavors to reduce the rights of Property Owners and Owner Occupants until they have no rights, that all rights are merely hollow words. I am profoundly offended by the elimination of virtually all rights and protections of Owned Real Estate and Owner Occupancy.

Andrew Marowitz 510-356-6813

On Sunday, October 5, 2025 at 03:38:52 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

As of now, I have NOW read the first attachment of your series of documents/ emails.

My first response is, you should provide the names and titles of anyone who assisted you, or advised you, or instructed you such that you prepared this/these documents. They should not stay anonymous for the purposes of this series of letters, anmd of course you should include the names anmd titles of your supervisor and manager, Mr Jensen,as I recall.

You elected to make statements without providing the actual exemption application documents, thereby slightly mistating what I stated , or you did not state. Accordingly, per your statements of those documents, please provide me with the actual exemption documents, which will indicate the boxes I checked, the basis for my claimed exemptions, as well as exactly what the form states. Please provide these immediately, since the timimg of the Appeal, if submitted, must be submitted on or before October 16th,2025.

More to come,as I review these series of documents as well as your cited state laws.

Andrew Marowitz 510-356-6813

On Friday, October 3, 2025 at 04:02:34 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

I just got to my computer, seeing your series of responses, but have not read them as yet.

It occurs to me that , with respect to the EEE protocol, there is no reason why the EEE protocol cannot resemble the RHSP protocol, in which the Owner inspects, repairs , verifies under penalty of perjury, that there is no indications of EEE violations, and that he is/will be responsible, as he presumably is in the RHSP protocols, thereby removing / arguably removing the City from any potential future liability.

It works/ functions/ operates no differently than the RHSP protocols, and potentially saves the Owner(Occupant) hundreds of dollars by eliminating the 3rd party delegate, and potentially any permits. It is a Win-Win scenario. Would you agree or disagree?

Please respond ASAP.

Now, I will review the attachments, maybe tomorrow.

Andrew Marowitz

On Friday, October 3, 2025 at 01:20:50 PM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Andrew,

Please find attached my response to your letter received September 25, 2025 in-person at the Permit Service Center, along with the corresponding attachments.

Kind regards,

Galadriel

Galadriel Burr

Community Services Specialist III

Resilient Buildings and Seismic Programs

City of Berkeley

Building & Safety Division

1947 Center Street, 3rd Floor, Berkeley, CA 94704

Phone: 510.981.7475

Email:| gburr@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 2, 2025 8:45 AM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
Subject: Re: EEE inspection and enforcement 1615 Fairview St Berkeley

• Permits are not required for ordinary repairs to structures performed for the purpose of maintenance. The repair work is limited to work on the affected item and does not include reframing, replacement or any other alteration or new work.

• Permits are required for any code regulated activities, including but not limited to the following: cutting, notching or replacement of any structural framing elements or structural supports; replacement of membranes; replacement of exterior finishes; guardrail replacements; installation of ventilation openings; and similar activities.

On Thursday, October 2, 2025 at 08:20:08 AM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Mr. Marowitz,

My apologies for the delay. I will have a response to your letter received September 25, 2025 by tomorrow.

To be clear, I did not make sure to advise you that “the minor repairs do not require a permit”, but rather provided you with additional information regarding when a permit is required for E3 corrective work, as stated in my email below.

Please note that my refrain from responding to your general negative thoughts and opinions about government in prior emails and voicemails does not constitute agreement on my part.

Kind regards,
Galadriel

Galadriel Burr
Community Services Specialist III
Resilient Buildings and Seismic Programs
City of Berkeley
Building & Safety Division
1947 Center Street, 3rd Floor, Berkeley, CA 94704
Phone: 510.981.7475
Email:| gburr@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, October 1, 2025 2:43 PM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
Subject: Re: EEE inspection and enforcement 1615 Fairview St Berkeley

Ms. Burr:

I am concerned that you will not be issuing a definitive response regarding my informail appeal/ of the arbitrary and capricious postion of EEE and its mandate of refusal of Owner Occupancy exemption on the second floor flat. The RHSP contradicts the policies and protocols of EEE 100%.

You made sure to advise me that the minor repairs do not require a permit, but I'm not , nor am I in a fiscal comfort level to pay for a third party inspection and approval, given the expected cost of $350-400, because the City refuses to be accountable for inspections and potential liability if it's employees are less than competent.

Acordoingly, in your most recent email, you indicated that you would be responding soon, but no response as of this date. Respectfully, I will not Appeal , at least until Monday, October 6th, thereby allowing you and your boss to compare and decie issues for 4 business days. After October 7th, if no definitive response is sent to me, I will process a formal Appeal thereafter.

In responding, if you do, please do not omit or withhold detail(s), as your position should be comprehensive and sufficient to address all of my counterpoints.

Yours very truly, Andrew marowitz.

P.S a reason for not even trying to do the repairs immediately is due to my recovery period for my hip replacement surgery. It doesn't matter to you, but it is vitally important to me/ my health.

On Tuesday, September 30, 2025 at 01:57:53 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

The problem with government is that government endeavors to give itself authority and control over everything, and thereby regulates everything and attaches fees,taxes, and penalties on everything. You mentioned fresh air is free. After further thought, , aside from requiring smog checks from vehicle owners, the government reaches further, by taxing the test shops and the repair shops for smog, taxing the business income and parts.

Government taxes .fees and penalizes everything in life. They do so, by regulating the freedom of citizens in every nuance in life.

In short, government is toxic and hostile to citizens, We are merely wallets, to fund government employees paychex, benefits and pensions. It is a total con job. The biggest pick pocket on earth. I challenge you to challenge this set of beliefs, and look not just at the surfact, but throughout the 1000 txes,fees and penalties. Then question the productivity of government , with longer breaks, lunches, paid holidays. Did you know thhat the City of Berkeley employees have more paid holidays than any other city in the State of Californiia, all paid by us taxpayers. We, the citizens/taxpayers are being ripped off at every angle/vantage point.

Then they screw all property owners with parcel taxes every two years, to pay for COLAS, and new taxes, like the vacancy parcel tax, even when an owner chooses to not be victimized over and over again, by putting himself in the role of landlord.

Government is the citizen's worst enemy, and you know it. But government refuses to be honest. Embedding themselves in the "Public Interest. What a con game !!!

Back on topic, why does the RHSP provide Owner Occupancy Exemptions, while the EEE completely disregards Owner Occupancy Exemptions. It is arbitrary and capricious. This is a legal phrase that addresses the self serving con games of government.

EEE rules place total control and discretion on government, disregards Owwner Occupancy Exemptions because it serves the interests and benefit of government. I should be allowed to make such repairs on my own , or not at qall, until I decide when, how, how much, . But, then, we wouldn't need so many government employees, or laws/ regulations. We'd have more discretionary money in our wallets. Government never ever limits the extent of taxation. It just keeps taxing to fund its operations, no matter if it is waste, excessive spending,etc..

I will be mindful of the suggested repairs, without permits, if the toxic City of Berkeley insists that they have authority of my owner occupied flat, AKA , the ownetr's unit. This is EXACTLY WHY LEGISLATOR'S LIKE SKINNER AND HALL REFUSED TO PROVIDE OWNER'S AND LANDLORDS WITH RIGHTS. ACCORDINGLY, THEY CREATE LEGISLATION ON THE BUILDING, WHICH HAS NO RIGHTS. . TO ME, ALL OF THIS IS DISGUSTING AND DESPICABLE!!! FREEDOM IS AN EMPTY , HOLLOW WORD. i BET YOUR BOSS DISAGREES, BUT HE WOULD BE SERIOUSLY CHALLENGED IN DISPUTING MY POINTS AND , 4ESPECIALLY MY FINANCIAL COMPONENTS OF TRUTH AND GOVERNMENT.

As owner Occupant, I should not have government hovering over my back , telling what to do in my own residence. Freedom? Where? Government over-reach? Everywhere, because it provides ample workload for government and numerous avenues of taxation, fees, and enforcement penalties. TOXICITY AND CONTROL. Government should be serving the taxpayers,. Instead, the citizens / taxpayers, serve the interests of government. If government trul served the interests of the taxpayers, then government would be constantly striving to reduce taxation, and the size of cost of government. Government, is strving to constantly get larger and more cowstly to the taxpayers= our worst enemy. in life.

It is not just my opinion, it is 100% truth.

Your bias as a taxpayer funded employee prevents you from embracing these truths.

Andrew Marowitz

On Tuesday, September 30, 2025 at 11:14:08 AM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Andrew,

I will soon be responding to your letter received September 25, 2025, but I wanted to provide you with copies of the most recent State legislation for exterior elevated elements, per your request. Please find Health and Safety Code Section 17973 and Civil Code Section 5551 (Condos).

Also, when we met in the Permit Serve Center you had some questions about when a permit is required to do E3 corrective work. The following information can be found in our *Frequently Asked Questions* document on the City's website:

• Permits are not required for ordinary repairs to structures performed for the purpose of maintenance. The repair work is limited to work on the affected item and does not include reframing, replacement or any other alteration or new work.
• Permits are required for any code regulated activities, including but not limited to the following: cutting, notching or replacement of any structural framing elements or structural supports; replacement of membranes; replacement of exterior finishes; guardrail replacements; installation of ventilation openings; and similar activities.

For more information about the E3 Inspection Program, please visit https://berkeleyca.gov/doing-business/operating-berkeley/landlords/exterior-elevated-elements-inspection-program-e3.

Regards,
Galadriel

Galadriel Burr (she/her)
Community Services Specialist III
Resilient Buildings and Seismic Programs
City of Berkeley
Building & Safety Division
1947 Center Street, 3rd Floor, Berkeley, CA 94704
Phone: 510.981.7475
Email:| gburr@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, September 25, 2025 4:28 PM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
Subject: EEE inspection and enforcement 1615 Fairview St Berkeley

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Ms. Burr:

I am to ask you what is the most recent State Legislation and the other request is ? Can't remember

BUT, after further thought the protocols of the Rental Housing Safety Progrqm is the perfect supporting example, regardless of the amount of the fees.

The required documentation is that I, as Owner/landlord, am required to inspect, repair, and sign off under oath, the long list of tenant premises conditions, ie the building, and sign off on those items listed in the lengthy list. I am required to sign under penalty of perjury. And subject to enforcement and penalty if there becomes a tenant complaint/problem.

As to the same list, sign off,etc for owner occupied premises, I, as Owner Occupant, am exempt,as is the premises of my owner ocupied unit.

In other words, the RHSP guidelines and protocol protects the building AND the tenants premises. BUT, simultaneously exempts the Owner Occupied premises.and conditions.

The question that looms is why isn't the EEE protocols addressed EXACTLY the same way?

Further ,I reviewed Skinner and Hill's legislation/ AB 721, the balcony bill for Berkeley., and it addresses , numerous times the phrase " Multi-Unit, but never, ever combines the phrase " Multi_unit/Multifamily" as contained in the exemption application form. Combining the two as if Multi Family is the same as Multi-Unit is not only a improper redundancy, it is wholly unnecessary. The phrase "Multi-family is, or should address the assumption/inference that Multi-Unit is housed by "Multi Families". Assuming my belief and argument are accurate, I, as, Owner Occupant is considered a Family, and thus, if I personally use all 4 Multi-units, I must be considered as a Single Family Resident/Occupant in the Multi-Unit building. Accordingly, the building is Multi Unit, providing housing and use to a Single Family/ AKA Owner Occupant= Exempt

And the guidelines and protocols of the RHSP are perfectly consistent with that approach, in which the building conditions are addressed and the tenants protected, while the Owner Occupant's unit is exempt from any involvement by the Housing Inspectors , in the event that they elect to inspect.

This is part and parcel of my argument NOW, in support of the Owner Occupant's Exemption from enforcement. Please raise this comparable to your supervisor and the Planning Official.

Again, I can provide access to demonstrate no tenants, as confirmed by the RHSP paperwork and affidavid, signed under penalty of perjury.

To do otherwise from the EEE protocols are inconsistent and contradictory.

Andrew Marowitz

RE: EEE APPEAL DOCUMENTS FOR THE HOUSING ADVISORY COMMITTEE
2.30PM DELIVERED NOV 7TH 2025 → LOOK ← PLEASE FORWARD TO HOUSING ADVISORY COMMITTEE.

City Response to Owner Letter Received 2025-09-25_1615 Fairview St Berkeley12
Yahoo Mail/Inbox

- **Burr, Galadriel**

From:gburr@berkeleyca.gov

To: Andrew Marowitz

Cc:E3

Fri, Oct 3 at 1:20 PM

MISSING CODE ENFORCEMENT
RCVD NOV 15 2025

Hello Andrew,

Please find attached my response to your letter received September 25, 2025 in-person at the Permit Service Center, along with the corresponding attachments.

Kind regards,
Galadriel

Galadriel Burr
Community Services Specialist III
Resilient Buildings and Seismic Programs
City of Berkeley
Building & Safety Division
1947 Center Street, 3rd Floor, Berkeley, CA 94704
Phone: 510.981.7475
Email:| gburr@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 2, 2025 8:45 AM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
Subject: Re: EEE inspection and enforcement 1615 Fairview St Berkeley

• Permits are not required for ordinary repairs to structures performed for the purpose of maintenance. The repair work is limited to work on the affected item and does not include reframing, replacement or any other alteration or new work.

• Permits are required for any code regulated activities, including but not limited to the following: cutting, notching or replacement of any structural framing elements or structural supports; replacement of membranes; replacement of exterior finishes; guardrail replacements; installation of ventilation openings; and similar activities.

On Thursday, October 2, 2025 at 08:20:08 AM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Mr. Marowitz,

In responding, if you do, please do not omit or withhold detail(s), as your position should be comprehensive and sufficient to address all of my counterpoints.

Yours very truly, Andrew marowitz.

P.S a reason for not even trying to do the repairs immediately is due to my recovery period for my hip replacement surgery. It doesn't matter to you, but it is vitally important to me/ my health.

On Tuesday, September 30, 2025 at 01:57:53 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

The problem with government is that government endeavors to give itself authority and control over everything, and thereby regulates everything and attaches fees,taxes, and penalties on everything. You mentioned fresh air is free. After further thought, , aside from requiring smog checks from vehicle owners, the government reaches further, by taxing the test shops and the repair shops for smog, taxing the business income and parts.

Government taxes .fees and penalizes everything in life. They do so, by regulating the freedom of citizens in every nuance in life.

In short, government is toxic and hostile to citizens, We are merely wallets, to fund government employees paychex, benefits and pensions. It is a total con job. The biggest pick pocket on earth. I challenge you to challenge this set of beliefs, and look not just at the surfact, but throughout the 1000 txes,fees and penalties. Then question the productivity of government , with longer breaks, lunches, paid holidays. Did you know thhat the City of Berkeley employees have more paid holidays than any other city in the State of Californiia, all paid by us taxpayers. We, the citizens/taxpayers are being ripped off at every angle/vantage point.

Then they screw all property owners with parcel taxes every two years, to pay for COLAS, and new taxes, like the vacancy parcel tax, even when an owner chooses to not be victimized over and over again, by putting himself in the role of landlord.

Government is the citizen's worst enemy, and you know it. But government refuses to be honest. Embedding themselves in the "Public Interest. What a con game !!!

Back on topic, why does the RHSP provide Owner Occupancy Exemptions, while the EEE completely disregards Owner Occupancy Exemptions. It is arbitrary and capricious. This is a legal phrase that addresses the self serving con games of government.

EEE rules place total control and discretion on government, disregards Owwner Occupancy Exemptions because it serves the interests and benefit of government. I should be allowed to make such repairs on my own , or not at qall, until I decide when, how, how much, . But, then, we wouldn't need so many government employees, or laws/ regulations. We'd have more discretionary money in our wallets. Government never ever limits the extent of taxation. It just keeps taxing to fund its operations, no matter if it is waste, excessive spending,etc..

I will be mindful of the suggested repairs, without permits, if the toxic City of Berkeley insists that they have authority of my owner occupied flat, AKA , the ownetr's unit. This is EXACTLY WHY LEGISLATOR'S LIKE SKINNER AND HALL REFUSED TO PROVIDE OWNER'S AND LANDLORDS WITH RIGHTS. ACCORDINGLY, THEY CREATE LEGISLATION ON THE BUILDING, WHICH HAS NO RIGHTS. . TO ME, ALL OF THIS IS DISGUSTING AND DESPICABLE!!! FREEDOM IS AN EMPTY , HOLLOW WORD. i BET YOUR BOSS DISAGREES, BUT HE WOULD BE SERIOUSLY CHALLENGED

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, September 25, 2025 4:28 PM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
Subject: EEE inspection and enforcement 1615 Fairview St Berkeley

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Ms. Burr:

I am to ask you what is the most recent State Legislation and the other request is ? Can't remember

BUT, after further thought the protocols of the Rental Housing Safety Progrqm is the perfect supporting example, regardless of the amount of the fees.

The required documentation is that I, as Owner/landlord, am required to inspect, repair, and sign off under oath, the long list of tenant premises conditions, ie the building, and sign off on those items listed in the lengthy list. I am required to sign under penalty of perjury. And subject to enforcement and penalty if there becomes a tenant complaint/problem.

As to the same list, sign off,etc for owner occupied premises, I, as Owner Occupant, am exempt,as is the premises of my owner ocupied unit.

In other words, the RHSP guidelines and protocol protects the building AND the tenants premises. BUT, simultaneously exempts the Owner Occupied premises.and conditions.

The question that looms is why isn't the EEE protocols addressed EXACTLY the same way?

Further ,I reviewed Skinner and Hill's legislation/ AB 721, the balcony bill for Berkeley., and it addresses , numerous times the phrase " Multi-Unit, but never, ever combines the phrase " Multi_unit/Multifamily" as contained in the exemption application form. Combining the two as if Multi Family is the same as Multi-Unit is not only a improper redundancy, it is wholly unnecessary. The phrase "Multi-family is, or should address the assumption/inference that Multi-Unit is housed by "Multi Families". Assuming my belief and argument are accurate, I, as, Owner Occupant is considered a Family, and thus, if I personally use all 4 Multi-units, I must be considered as a Single Family Resident/Occupant in the Multi-Unit building. Accordingly, the building is Multi Unit, providing housing and use to a Single Family/ AKA Owner Occupant= Exempt

And the guidelines and protocols of the RHSP are perfectly consistent with that approach, in which the building conditions are addressed and the tenants protected, while the Owner Occupant's unit is exempt from any involvement by the Housing Inspectors , in the event that they elect to inspect.

This is part and parcel of my argument NOW, in support of the Owner Occupant's Exemption from enforcement. Please raise this comparable to your supervisor and the Planning Official.

Again, I can provide access to demonstrate no tenants, as confirmed by the RHSP paperwork and affidavid, signed under penalty of perjury.

To do otherwise from the EEE protocols are inconsistent and contradictory.

Andrew Marowitz

Download all attachments as a zip file

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Burr, Galadriel

Fri, Oct 3 at 4:02 PM

Ms. Burr:

I just got to my computer, seeing your series of responses, but have not read them as yet.

It occurs to me that , with respect to the EEE protocol, there is no reason why the EEE protocol cannot resemble the RHSP protocol, in which the Owner inspects, repairs , verifies under penalty of perjury, that there is no indications of EEE violations, and that he is/will be responsible, as he presumably is in the RHSP protocols, thereby removing / arguably removing the City from any potential future liability.

It works/ functions/ operates no differently than the RHSP protocols, and potentially saves the Owner(Occupant) hundreds of dollars by eliminating the 3rd party delegate, and potentially any permits. It is a Win-Win scenario. Would you agree or disagree?

Please respond ASAP.

Now, I will review the attachments, maybe tomorrow.

Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Burr, Galadriel

Sun, Oct 5 at 3:38 PM

Ms. Burr:

As of now, I have NOW read the first attachment of your series of documents/ emails.

My first response is, you should provide the names and titles of anyone who assisted you, or advised you, or instructed you such that you prepared this/these documents. They should not stay anonymous for the purposes of this series of letters, anmd of course you should include the names anmd titles of your supervisor and manager, Mr Jensen,as I recall.

appears to be hypocritical/ "arbitrary and capricious", since she expressed no concern for the public in SFRs , Duplexes and Tri-Plexes.

Accordingly, I would respectully demand a response as to your/ your bosses interpretation mof these seeming contradictions of enforcement and exemptions . It would seem that Skinner elected to base the legislation on the building, which has no rights or protections, while Owner's/ persons have rights and protections. Please provide a response, since it appears that you omitted any commentary of anything that provides a contraversy of any sort, which may tend to weaken your/ your bosses/ the City's position.

Also , you omitted the distinction of the definitions of Multi-Unit as opposed to Multi-Family. What does it take for you to provide full and complete honest answers and responses, Ms. Burr, and you boss? As I have repeatedly stated, I am the only Occupant, and therefore a single family occupant, and I use all 4 units for my personal use, effectively making this a SFR. I cannot control the fact that the State and the City refuse to allow me to re-classify my Multi-Unit building as a SFR, though being the Owner and Occupant. It is not my fault , or agenda that government has decided to refuse any legal conversion to a SFR, because the State and City have taken away my rights to use my property as a legal SFR, due to their reckless creation of shortage of available housing to illegal immigrants, early release prisioners, and the homeless. The City and State , by self serving regulatory power, has refused my right to use my property as a single family dwelling. In other words, the government is toxic to my rights to use my property as a asingle family dwelling, and now states that I must pay fees for my use of the vacant rental units. When, if ever, do we/ society question or challenge government as self serving and disregards my 5th and 14th Amendment rights of ownership? NEVER? When, if ever, is government viewed as toxic? NEVER, unfortunately. Maybe , the Courts should ask such questions, rather than granting unquestioned authority over the citizens and property owners and owner Occupants?????

PLEASE RESPOND.

I respectfully believe and suggest that your frequent use of omissions could be construed as fraud by Omission. What do you think and say about your frequent use of City / self serving practice of selective omissions. Is it/ should it be considered as honest , or dishonest?

I strongly believe that the Planning Commission or the Courts should consider and decide on the possibility of providing Owner Occupancy Rights and , in this case, Exemptions if the particular set of facts clearly demonstrate that Owner Occupancy Exemption is , or should be, a legitimate right, protection, and benefit provided to Owner Occupants in their own property. Clearly, the relationship to protecting the public , is a convenient , but inconsistent with the same reasoning for SFR's Duplexes and Tri-Plexes, and "arbitrary and capricious" justification to deny Owner Occupancy status any rights, protections, or exemptions. And it should be viewed as such

Any further and continued avoidance of responses by willful and deliberate omission should and will be viewed as fraud by Omission, and will be argued as such , in my expected Appeal and any Court filing for a Judge to consider.

Government constantly endeavors to reduce the rights of Property Owners and Owner Occupants until they have no rights, that all rights are merely hollow words. I am profoundly offended by the elimination of virtually all rights and protections of Owned Real Estate and Owner Occupancy.

Andrew Marowitz 510-356-6813

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

nails have loosened. The load bearing is for decks and balconies, for supporting structures forporches, for framing structures for stairs. These are ALL weight/load bearing structures, none of which relate to railings, or loose treads.

Yet the local city sees fit to interpret anything and everything associated with the load bearing components. = Over reach.

PLease respond.

Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Burr, Galadriel

Sun, Oct 5 at 8:42 PM

Ms. Burr:

Additionally , you knowingly, willfully and deliberately qavoided and omitted any reference and inconsistency of the protocols that I submitted to you, AND YOUR BOSS, REGARDING THE RENTAL HOUSING SAFETY PROGRAM, which provides an exemption for Owner Occupied Units and self inspected and stated habitabily and safety of all components and oiperations of the building. Why shouldn't the EEE have the exact same protocols and procedures?

As such, you omitted any comment on the compaison of EEE and RHSP/

You have conducted yourself , not with "best regards" for me, but to omit any of my counterpoints and reasonable arguments in contradiction to EEE and protocols. By omitting so many /all of my counterpoints, you refused to concede on any of my logic. You didn't conduct yourself or the boss, with willingness to grant any of my points, thereby you were even remotely fair and reasonable, but with the agenda to impose your position regardless of its weaknesses.

You truly conducted this exchange by way of FRAUD BY OMISSION. This is hardly different than a crook trying to get away with a crime.

The government is supposed to be fair and honest, and let the chips fall where they may. But, not in the City of Berkeley/ This EE department. In Berkeley, Complete Authority/ Control, and as always $$$$$, even by lies by Omission.

Andrew Marowitz 510-356-6613

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Burr, Galadriel

Tue, Oct 7 at 6:47 PM

Ms. Burr:

I respectfully asked for the name of your supervisor and their title. Thus far, you have not responded back. I also requested responese on the omissions and the RHSP protocols.

Please provide this information, since you have stated that you have forwarded my emails to your supervisor, and that person has not made any effort to discuss the matter. Your letters were a one sided authoritive letter, without any reasonable opportunity for consideration of my counterpoints.

I believe my request is reasonable, and continurd non responsiveness would add to the one sidedness of your letters with omissions to my points.

Respectfully, Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Burr, Galadriel

Wed, Oct 8 at 1:28 PM

Ms. Burr:

I am still waiting for your cooperative response. What is the name and title of your supervisor?

Your clear refusal to provide that information clearly shows the adversity and tenor of the onesidedness of your letter, in which you refused to place any weight or explanation to /from my counterpoints. This demonstrates the level and extent of the dishonesty and abuse of authority by your onesided dictatotial positioning, in which you refused to address my points. This is further demonstrated by your refusal to provide the identity of your supervisor, who you stated that you forewarded my email to.

There is no honesty and fairness in your approach to my points and attempts to compare and contrast my counterpoints and legitimate arguments that might create weakness in your department position.

It is tantamount to Mr. Marowitz, your points are not recognized, and the inconsistency of various City protocols is irrelevant.

This is clearly a dictatorial practice, and such conduct desparately needs to be addressed by higher authorities, if not in a Court of law.

From:andrewmarowitz@sbcglobal.net

To:bbartlett@berkeleyca.gov

Tue, Oct 21 at 4:26 PM

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>

To: Burr, Galadriel <gburr@berkeleyca.gov>

Sent: Sunday, October 5, 2025 at 06:08:15 PM PDT

Subject: Re: City Response to Owner Letter Received 2025-09-25_1615 Fairview St Berkeley

(2) "Exterior elevated element" means the following types of structures, including their supports and railings: balconies, decks, porches, stairways, walkways, and entry structures that extend beyond exterior walls of the building and which have a walking surface that is elevated more than six feet above ground level, are designed for human occupancy or use, and rely in whole or in substantial part on wood or wood-based products for structural support or stability of the exterior elevated element.

(c) The inspection required by this section shall at a minimum include:

(1) Identification of each type of exterior elevated element that, if found to be defective, decayed, **or deteriorated to the extent that it does not meet its load requirements**, would, in the opinion of the inspector, constitute a threat to the health or safety of the occupants.

Ms. Burr:

A railing does not have any relevance to meeting load bearing requirements, nor does a metal railing meet load

City of Berkeley

Building & Safety Division 1947 Center Street, 3rd Floor, Berkeley, CA 94704

Phone: 510.981.7475

Email:| gburr@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 2, 2025 8:45 AM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
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• Permits are not required for ordinary repairs to structures performed for the purpose of maintenance. The repair work is limited to work on the affected item and does not include reframing, replacement or any other alteration or new work.

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On Thursday, October 2, 2025 at 08:20:08 AM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Mr. Marowitz,

My apologies for the delay. I will have a response to your letter received September 25, 2025 by tomorrow.

To be clear, I did not make sure to advise you that "the minor repairs do not require a permit", but rather provided you with additional information regarding when a permit is required for E3 corrective work, as stated in my email below.

Please note that my refrain from responding to your general negative thoughts and opinions about government in prior emails and voicemails does not constitute agreement on my part.

Kind regards,

Galadriel

Galadriel Burr

Community Services Specialist III

Resilient Buildings and Seismic Programs

City of Berkeley

Building & Safety Division

1947 Center Street, 3rd Floor, Berkeley, CA 94704

like the vacancy parcel tax, even when an owner chooses to not be victimized over and over again, by putting himself in the role of landlord.

Government is the citizen's worst enemy, and you know it. But government refuses to be honest. Embedding themselves in the "Public Interest. What a con game !!!

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As owner Occupant, I should not have government hovering over my back , telling what to do in my own residence. Freedom? Where? Government over-reach? Everywhere, because it provides ample workload for government and numerous avenues of taxation, fees, and enforcement penalties. TOXICITY AND CONTROL. Government should be serving the taxpayers,. Instead, the citizens / taxpayers, serve the interests of government. If government trul served the interests of the taxpayers, then government would be constantly striving to reduce taxation, and the size of cost of government. Government, is strving to constantly get larger and more cowstly to the taxpayers= our worst enemy. in life.

It is not just my opinion, it is 100% truth.

Your bias as a taxpayer funded employee prevents you from embracing these truths.

Andrew Marowitz

On Tuesday, September 30, 2025 at 11:14:08 AM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Andrew,

I will soon be responding to your letter received September 25, 2025, but I wanted to provide you with copies of the most recent State legislation for exterior elevated elements, per your request. Please find Health and Safety Code Section 17973 and Civil Code Section 5551 (Condos).

Also, when we met in the Permit Serve Center you had some questions about when a permit is required to do E3 corrective work. The following information can be found in our *Frequently Asked Questions* document on the City's website:

As to the same list, sign off,etc for owner occupied premises, I, as Owner Occupant, am exempt,as is the premises of my owner ocupied unit.

In other words, the RHSP guidelines and protocol protects the building AND the tenants premises. BUT, simultaneously exempts the Owner Occupied premises.and conditions.

The question that looms is why isn't the EEE protocols addressed EXACTLY the same way?

Further ,I reviewed Skinner and Hill's legislation/ AB 721, the balcony bill for Berkeley., and it addresses , numerous times the phrase " Multi-Unit, but never, ever combines the phrase " Multi_unit/Multifamily" as contained in the exemption application form. Combining the two as if Multi Family is the same as Multi-Unit is not only a improper redundancy, it is wholly unnecessary. The phrase "Multi-family is, or should address the assumption/inference that Multi-Unit is housed by "Multi Families". Assuming my belief and argument are accurate, I, as, Owner Occupant is considered a Family, and thus, if I personally use all 4 Multi-units, I must be considered as a Single Family Resident/Occupant in the Multi-Unit building. Accordingly, the building is Multi Unit, providing housing and use to a Single Family/ AKA Owner Occupant= Exempt

And the guidelines and protocols of the RHSP are perfectly consistent with that approach, in which the building conditions are addressed and the tenants protected, while the Owner Occupant's unit is exempt from any involvement by the Housing Inspectors , in the event that they elect to inspect.

This is part and parcel of my argument NOW, in support of the Owner Occupant's Exemption from enforcement. Please raise this comparable to your supervisor and the Planning Official.

Again, I can provide access to demonstrate no tenants, as confirmed by the RHSP paperwork and affidavid, signed under penalty of perjury.

To do otherwise from the EEE protocols are inconsistent and contradictory.

Andrew Marowitz

- **Lopez, David**

From:dlopez@berkeleyca.gov

To:andrewmarowitz@sbcglobal.net

Wed, Oct 8 at 3:27 PM

Good Afternoon Mr. Marowitz,

I want to inform you that Ms. Burr has forwarded me all your communications. I will be responding to you in the next several days.

I know you are being insistent for a response but rest assured I will respond. Please discontinue sending emails to Ms. Burr.

Regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

FRAUD ALERT! Do not provide payment information by telephone. City of Berkeley Building and Safety staff will NEVER call to ask for payment. If you receive such a call, please HANG UP! Email Planning@berkeleyca.gov about it, and report the fraud attempt to the Berkeley Police Dept. at (510) 981-5900.

Andrew Marowitz
From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Thu, Oct 9 at 5:39 AM

Mr. Lopez:

I am unsure how to respond to you.

Ms. Burr indicated that she forwarded my emails to " her supervisor". Initially and based on numerous attempts to " motivate" a response from Ms. Burr, she unwavering refused to provide the name and title of her supervisor. Then, you show up, the top official in the Building sub-division, not just a mere supervisor. It might seem as if there is a serious jump in authority , not a mere supervisor. And here might be a serious agenda in the works, from someone far more authoritative, not a mere supervisor, given that I have disclosed my intentions to Appeal.

It feels like there has been a deception by Ms. Burr, and her (mere) Supervisor who decided to forward this to you,as Chief Building Official, one with the highest authority. I tend to not believe that you are her

Respectfully, Andrew Marowitz, Owner and Owner Occupant/ sole Occupant of my building.

No one will be occuping space in my building until I sell m building. That is how much I hate being a landlord in the City of Berkeley. Nothing but a pain in my reality, It's(the headaches) are not worth the rental income. Thre is so much more to being a landlord than simply the money. I have been a landlord for 35 years. I know all of the ugly truths. Interest rates are beginning to come down.

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Tue, Oct 14 at 3:20 PM

Mr. Lopez:

if you look at

Chapter XVII,page 5 Miscelaneous you will see a detail which states

"For items that require review and which are not otherwise explicitly covered in Fee Schedule, such as Alternate method applications, Requests for Unreasonable Hardship Exceptions, Requests for Determinations ,etc." has/have a Fee of $250.

I submit that the Appeal is exactly a fit for this Appeal.

The Appeal is not explicitly addressed, not to mention hardship exceptions.

This is not an interpretation, by you as you have liberally exercised as Appeal of a land use hearing Appeal, It is not explicitly covered.

Andrew Marowitz

Re: E3 requirements for 1615 Fairview St.12
Yahoo Mail/Inbox

- **Andrew Marowitz**

Mr. Lopez: Respectfully, Respect is a two way street. Ms. Burr had a duty to disclose the name of her supervisor, who she forwarded the emails to. She, in refusing that repeated request, was dishonest and totally disrespectful. You probably know, but I should not automatically assume that, contained in the State Law, it defers their law to the local municipality laws, since State Law essentially rubber stamped the Berkeley law, but then went further. In many ways, you pretty much carbon copied Ms. Burr,and also in omitting responses to my counterpoints, while re-directing to your points. Honestl;y, if I'm correct, I find that to be biased, disrespectful, and

From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Thu, Oct 9 at 10:06 PM

Sorry, another point.

You state "The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building.

What about the fact that the City of Berkeley refuses to allow me to downsize to a single familiy dwelling? How unfair is that? Where is my control of my own property. It doesn't exist. I would downsize to R1.

What components did I confirm that need to be certified?

What photods in one of my documents confirm that E3 elements exist in my building. Please provide ththose pictures ASAP. I do not recall ever providing pictures.

Andrew Marowitz

On Thursday, October 9, 2025 at 04:37:45 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good afternoon Mr. Marowitz,

Your numerous recent communications have been forwarded to me by staff. I understand that you were frustrated while awaiting my response.

First, I must address the tone of your communications to staff. Your messages have been unprofessional and discourteous. This is unacceptable. If similar communications continue, I will cease direct correspondence and refer the matter to my Director. City staff must be treated with respect.

Second, the information provided to you by Ms. Burr—both by email and in person—is accurate. She has reviewed your case with me, and I have confirmed that her guidance reflects the City's interpretation of applicable codes.

To clarify the matter: this is my formal determination. If you disagree, you may appeal my interpretation of the code in accordance with Berkeley Municipal Code (BMC) Title 19.28.020, Section 113 and 19.44. The notice of appeal shall be filed, along with the payment of the appeal fee, at my office within 30 days of this email and must contain the information listed in BMC Section 19.44.40.

1. There seems to be some confusion and comingling of Berkeley Municipal Code programs in your communications. You frequently refer to RHSP when addressing E3 compliance concerns. The two programs are two different and distinct programs. Ms. Burr is not associated with RHSP. She is only associated with the E3 program.

require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation Warning Letter for not complying with State and City laws. In the warning letter (attached) you have been given a deadline of October 16th to provide a completed and signed, by the retained professional, the Exterior Elevated Elements Inspection Program Inspection Certification form. If this does not occur, citations will be levied. I do have the authority to provide a onetime extension on when the form will be due. If you confirm that you have hired a licensed professional, compliant with State Law, by either sending me a copy of your signed contract with the licensed professional -or- an email thread with the professional confirming the date of their scheduled inspection and that you will be sending me a completed and signed inspection certification form, I will extend the due date for us receiving the form to November 14th.

- About a 1000 times less than a balcony collapsing because 10 people are all in a balcony exceeding the limits of the structure. 10 people of adult size amounts to at least 1500 pounds, if not 1800 pounds, on one wood based balcony. Is that considered a safety hazard/ safe? How about a telephone booth?
-
- Why is a handrail which is located on the second floor landing , calculated as being above six feet from the ground? why not within 6 feet from the landing? Does that make sense? Not in my reality, but maybe in an agenda to impose authority and fees, such an interpretation is somehow justifiable.

2. Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Fri, Oct 10 at 6:37 PM

Mr. Lopez:

I ask you again, how much is the Appeal Fee AND where or who do I submit my Appeal to? Time is of the essence now, since I am six days from the deadline and Monday is another holiday for the City of Berkeley.

Please inform me as soon as possible/ not later than Tuesday.

I believe that I'm being reasonable and honest. Are you?

Please respond.

Andrew Marowitz 510-356-6813

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Fri, Oct 10 at 8:04 PM

Mr. Lopez:

As of NOW, I have completed preparation of the form for Appeal, specifically, the REQUEST FOR HEARING ON ADMINISTRATIVE CITATION.

To:Lopez, David

Tue, Oct 14 at 8:56 AM

Mr. Lopez:

It is now 8:45 am on Tuesday, October 14th, 2025. I am preparing to hand deliver my completed Appeal for Request of Administrative Hearing, and do not know where I should deliver it, and here at my computer expecting you to provide instructions.

I have also included a copy of the RHSP self certification checklist, which includes the Elevated Exterior Decks, Balconies, landings and handrails on the rear page. This should provide a reasonable basis for Appeal.

Waiting for your email to advise me where to deliver my Appeal ASAP. If I do not receive any communication withoin one hour, I will go to the 3rd floor of 1947 Center street and ask the guy at the front counter. Maybe he will be able to advise me.

Please respond ASAP.

Andrew Marowitz 510-356-6813

Lopez, David

From:dlopez@berkeleyca.gov

To:Andrew Marowitz

Cc:Jensen, Jeff

Tue, Oct 14 at 9:20 AM

Good Morning Mr. Marowitz,

You would submit the appeal letter at our office

1947 Center Street, 3rd Floor
Berkeley, CA 94704

The appeal fee per City Council approved resolution 71,834 N.S. is $1000.00.

The code reference you provide is correct. The catalyst code section is in BMC 19.28.010 section 113.1 which then refers you to BMC 19.44.020 of which body will hear the appeal and then under the same BMC title is what is requried in an appeal letter BMC 19.44.040. A letter from you that has all the information you listed below is adequate.

When you arrive please let the welcome station person know your name and that I am expecting you. I am not available from 10 to noon.

5.A brief statement in ordinary and concise language of the relief sought and the reasons why it is claimed the protested order or action should be reversed, modified or otherwise set aside.

6.The signatures of all parties named as appellants and their official mailing addresses.

7.The verification (by declaration under penalty of perjury) of at least one appellant as to the truth of the matters stated in the appeal.

I will be coming to 1947 Center St. on Tuesday, October 14th,2025. If you could update me as to the most appropriate room/suite/ office, so that I know exactly where to submit my request for Appeal. Thank you.

Very Truly Yours, Andrew Marowitz 510-356-6813 Owner and Sole Occupant 1615 Fairview St. Berkeley CA 94703

On Friday, October 10, 2025 at 06:37:22 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

I ask you again, how much is the Appeal Fee AND where or who do I submit my Appeal to? Time is of the essence now, since I am six days from the deadline and Monday is another holiday for the City of Berkeley.

Please inform me as soon as possible/ not later than Tuesday.

I believe that I'm being reasonable and honest. Are you?

Please respond.

Andrew Marowitz 510-356-6813

On Friday, October 10, 2025 at 08:16:52 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

On Thursday, October 9, 2025 at 10:06:32 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Sorry, another point.

You state "The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building.

What about the fact that the City of Berkeley refuses to allow me to downsize to a single familiy dwelling? How unfair is that? Where is my control of my own property. It doesn't exist. I would downsize to R1.

What components did I confirm that need to be certified?

considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?

Nowhere in the E3 laws does it give the City any authority to exempt owner occupied dwellings in an R-2 building. The history of the program started when the tragic incident occurred on June 16, 2015 when the exterior balcony collapsed and 6 young people died and 7 others were injured. Immediately after, the City passed an emergency ordinance to require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation Warning Letter for not complying with State and City laws. In the

------"The claim that the City of Berkeley's appeal fee is $1,000 per Resolution 71,834 N.S. is misleading.

The $1,000 fee is the reduced cost for a specific type of **land-use appeal**, and the actual fee varies depending on the type of decision being appealed and who is filing the appeal. **No record of Resolution 71,834 N.S. could be found, suggesting the reference is either outdated, incorrect, or applies to a different department".**

Here are the accurate details on appeal fees for planning and land use decisions in Berkeley:

Land use and zoning appeals

For appeals regarding decisions made by the Zoning Adjustments Board (ZAB) or the Landmarks Preservation Commission (LPC), the fee structure for non-applicants is:

- **Standard fee:** $3,000.
- **Reduced fee: $1,000. To qualify for this rate, the appeal must be signed by at least 50% of the parcels or dwelling units within 300 feet of the project site, or 25 such persons (excluding dependent children), whichever is less.**

Other appeal types

The City of Berkeley lists several other appeal fees, all of which are subject to change by city council resolution:

- **Administrative Use Permit (AUP) decisions:**
  - **Standard fee:** $2,000.
  - **Reduced fee:** $800, which requires the signatures of at least 35% of the parcels or dwelling units within 300 feet of the project site, or 20 such people (whichever is less).
- **Design review decisions:** $2,000 for non-applicants.
- **Administrative citation appeals:** To appeal a citation, you must pay an advanced deposit of the fine amount. Fee waivers are available for those with financial hardship.

I have forwarded our emails to a City Council staff person for review, while complaining on the arbitrary imposition of the Appeal Fee for a non land use EEE Appeal being $1000, the same on non compliance penalty.

She is reviewing, and depending on what she preliminarily concludes, will be calling you, and perhaps, the Planning Director, if and as needed.

Again, to impose a $1000 Appeal fee for EEE, a non-land use Appeal , and for a Rule that apparently doesn't exist, is the building director acting with Bias and bully like tactics.

Please respond. I will be delivering the Appeal WITHOUT a fee at this time, and we can decide what is appropriate. To reject my timely Appeal , due to no Appeal fee would not be fair, in light of the dispute of the amount of the Appeal fee .

Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To:Lopez, David

Tue, Oct 14 at 12:21 PM

Mr. Lopez:

It occurs to me,.and I will document for the record that

1) You stated that I admittred to EEE needs. I asked that you provide that email, and you refused (silently)

2) You stated that in my emails, I provided photographs of the EEE issues. I asked that you provide the email with the photos, and you refused to provide that email (silently).

3) You stated ,falsely that RHSP deals only with habitsability, when ,in fact the Rental Housing SAFETY program provides certification by Owner for SAFETY, including but not limited to vEEE and handrails, etc.

It is perfectly clear to me that you are staging your responses to slant any Appeal I submit.

4) You cited City of Berkeley rule 71,834 N.S. to impose a $1000 Appeal fee. And here, again, there is no such rule, and that you deliberately misled me, in your coercion to force me to pay $1000 for an Appeal Fee for a NON LAND USE APPEAL.

Clearly, you are BIASED and should be held strictly accountable for your unconscionable bad conduct.. You speak of respect, but, you have communicated cordially, but with lies, with fact manipulation, with misrepresentation, and if that is not disrespect and thuggery, I do not know the meaning of disrespect and deliberate misrepresentation. You should be apologetic and regretful of your contemptible conduct.

I will forward this to City Council, and you should be recused for providing false responses repeatedly

1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

FRAUD ALERT! Do not provide payment information by telephone. City of Berkeley Building and Safety staff will NEVER call to ask for payment. If you receive such a call, please HANG UP! Email Planning@berkeleyca.gov about it, and report the fraud attempt to the Berkeley Police Dept. at (510) 981-5900.

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Tue, Oct 14 at 5:51 PM

Mr. Lopez, ,I refer you to **Chapter XVII on page 5 of the 71,834 N.S**.

"not explicitly described service shall be a fee of $250 (and not allowq you the discretion or interpretation of the $1000 Appeal fee.)

Please respond to this basis for the Appeal.

I included that issue in the follow up email, of which you have not reviewed or responded to.

Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Wed, Oct 15 at 11:26 AM

Mr. Lopez:

I know that you are trying to steer me to EEE compliance , and therefore not trying to provide full and open cooperation for my continued attempts to Appeal or other alternatives. But I ask that you cooperate with my attempts and be 100 % forthcoming and honest.

I now have , not one , but TWO avenues for strict EEE compliance, and I formally request you to respond appropriately, not biased.

They are as follows:

1) pursuant to your reliance to your City Resolution 71, 834 N.S. In Chapter XVII, on page 5, under Miscellaneous category of your Resolution there exists TWO apparent and obvious avenues of exception.

To: Lopez, David

Fri, Oct 17 at 7:58 AM

Mr. Lopez:

It has been 2-3 business days, and I have not received any response.

I need to know, pretty much immediately, what is the criteria for a unreasonable hardship exception. I am certain I will be eligible/ qualify

under the notion that either I pay for the EEE complaince or I pay my property taxes, but cannot do both.

I also believe/ am certain that the Appeal fee is $250, which I will pay, assuming I don't qualify for the hardship exception. I need answers ASAP, and I am not getting them, causing me concern for a timely submitted Appeal fee, and a more detailed Appeal letter, I suppose, per your advisory, though I believe that my letter of Appeal provides the necessary essentials

Please respond ASAP

Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Cc:bbartlett@berkeleyca.gov

Wed, Oct 22 at 9:03 AM

Mr. Lopez:

In your email on Tuesday, you referenced a line item in the City's fee schedule regarding items that require review and **are not explicitly listed, such as Alternate Method applications**, Requests for Unreasonable Hardship Exceptions, and Requests for Determinations. **Those items are not assigned fixed fees because they are project-specific and billed hourly.** For example, an Alternate Method review may require dozens of staff hours, potentially totaling thousands of dollars. **Unreasonable Hardship Exceptions are specific to accessibility issues in non-residential properties. These items relate to design-based determinations on current proposed construction projects and are not considered appeals.**

Respectfully, how do I know for sure that you didn't just make this stuff up so that you could continue to insist on a Building Official Determination?

PLEASE, SIR, PROVIDE ME THE BASIS FOR YOUR DETERMINATION AND INTERPRETATION. IF YOU CANNOT SUPPORT THESE STATEMENTS WITHOUT DOCUMENTARY SUPPORT, IT MUST BE

ELECTRICAL WIRING Pass N/A Accessible electrical outlets, junction boxes and light switches are functional, secure and all have faceplates in good condition. There are no unprotected exposed electrical wires or electrical cables. All receptacles that have been replaced in the kitchen, bathroom, laundry, garage or in exterior weatherexposed locations, are Ground Fault Circuit Interrupter (GFCI) protected outlets. PLUMBING All faucets are in working condition and all handles, valves, diverters are free of leaks and visible damage. Hot and cold water have sufficient flow. All plumbing and sewer piping drain properly and are free of leaks. Toilets are secure in place, in good working condition and free of leaks. FIRE EXTINGUISHER (Building with 3 or more units only) Fire extinguishers are provided within a maximum travel distance of 75 feet. Each extinguisher has been tagged and serviced by a state licensed contractor within the last year. Each fire extinguisher is fully charged, operable and readily available for use. WEATHER PROTECTION Exterior walls, roofs and ceilings are free from leaks. HANDRAIL & GUARDRAIL CONDITION Handrails and guardrails are tightly fastened, sound and in good condition.

INTERIOR STAIRWAY CONDITION Stairways, including treads, risers and landings, are in good condition, adequately fastened, with no damaged, missing or loose structural members.

EXTERIOR ELEVATED DECKS, BALCONIES, STAIRWAYS OR WALKWAYS All elevated wood-framed and steel-framed decks, balconies, landings, stairway systems, walkways, terraces, guardrails, handrails, or any parts thereof in weather-exposed areas at the subject building did not exhibit signs of deterioration, decay, corrosion or similar damage that could pose a safety concern and there was no evidence of active water intrusion in concealed spaces of the inspected elements.

WALKWAYS AND PATHWAYS All exit pathways and stairways are clear of open storage, trash and debris. All electrical fixtures providing lighting and directional signage for the common areas are in working condition. FLOORS & TRIP HAZARDS All floors and floor coverings are free of significant trip hazards due to damage or structural defect. The bathroom floor is finished with a non-absorbent material and is sealed to prevent moisture intrusion. ELECTRICAL PANELS WITH SCREW IN FUSES Are the fuses in the panel box that serve each unit rated at 15 amps or less? For fuse panels with 20 amps or larger fuses, the wiring is sized properly and is capable of handling the load or has been inspected by a licensed electrical contractor. ACKNOWLEDGEMENTS I certify I have inspected the aforementioned unit and the information above is true and correct. I acknowledge I am required to provide a copy of this Self-Certification Checklist to the tenant(s). I certify I was unable to inspect the aforementioned unit because the tenant(s) refused to allow entry. I agree to send a copy of this checklist to RHSP@berkeleyca.gov or RHSP | 1947 Center Street, 3rd Floor | Berkeley, CA 94704. Name of Certifier (Please print):
_____ Relationship to Property:
_____ Owner or Manager
Name_____
_____ Mailing Address and Phone #:
_____
_____

Signature and Date: _____

AS YOU CAN SEE, I HAVE COPIED AND HIGHLIGHTED IN BOLD BLACK PRINT, THE EXACT SAFETY COMPONENTS AS THE EEE DEPARTMENT REQUIREMENTS.

I WILL BE SENDING THIS LETTER TO MY CITY COUNCIL PERSON AND REQUESTING A MEETING ASAP, TO DEMONSTRATE YOUR EXCESS OF INTERPRETATION, DETERMINATIONAL EXCESS, AND ABUSE OF EXCESS OF YOUR AUTHORITY, RESPECTFULLY, OF COURSE.

IN SHORT, YOU ARE PROVIDED TOO MUCH AUTHORITY TO DETERMINE ANYTHING YOU WANT, ANY WAY YOU WANT.

What a con job. I bet you think you are honorable. I am a highly educated person and I can see clearly through this scam operation. This EEE program is a scam operation, hiding behind a safety concern, which can and should be accomplished with a weight/ person limit, no differently than any elevator. But, then, the building dept wouldn't generate any revenue, right?

I wish I could sue the city and you in court. You constantly victimize people for revenue. The building dept rakes in the cash for the City of Berkeley. Dam pick pockets.

Depressed, Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To: Lopez, David

Fri, Oct 24 at 12:15 PM

Mr. Lopez:

An inspector just came by and is/ was willing to write a proposal, but before he issues a dollar amount, he would need me to remove various pieces of shiplap and plywood to expose the structural components. He sees some woodrot underneath my porch , and if that bears out, he suggests a possible repair of up to $10,000, which I simply do not have.

As I have already disclosed to you, I can either pay the EEE fees or pay my property taxes, but not both. And certainly not $10,000. His fee is $950 for two elements, the stairs (fully concrete) and the covered porch of my upper flat.

I called several contractors from the BPOA list. I am expecting another inspector to come by sometime today.

What if I cannot afford the cost of inspection, much more the repair? Will you punish for non compliance of $1000 for/ of a low income senior who lives here alone? Clearly, City Council has provided you, in your role, with limitless interpretive determination and discretion.

That is punishing the low income person who can't afford the huge cost of EEE, and making me even more financially deeper in a hole.

Is that the ripple effect of the EEE requirements? To break the backs of limited income seniors?

Your thoughts. if you choose to offer them?

Andrew Marowitz

- **From:** Andrew Marowitz <andrewmarowitz@sbcglobal.net>
  Sent: Saturday, October 25, 2025 12:45 PM
  To: Lopez, David <dlopez@berkeleyca.gov>
  Subject: Request for information regarding the 2015 balcony collapse tragedy

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez, as building director, I believe that you might know the weight limits of that balcony.

The balcony was 4'x 8' , based on information I received.

There were (at least) 12 peple , males/ females, light , medium, and heavy. 6 peopke died and 6 were critically injured.

The load is reasonably estimated at 160 to 175 per person (at least) (not including clothing) that adds up to 1920-2100 pounds, not a dead load, but a movong load (somewhat)

Are you able and willing to determine the load bearing weight of that balcony? And if you can, will you disclose that estimated bearing load for that balcony?

Why wasn't this issue considered as even a contributing factor?

Or, perhaps the City of Berkeley never wanted that issue to be considered, might place the City in a powerfully compromised position? To this day, that issue has never been addressed? Don't you find that reality unreal? Maybe no one wanted to point the finger at the people on that balcony?

The blame was placed on the owner for alllegedly not caulking?

Could this incident have occurred if only 3 to 4 people were on that deck? 4 people brings a load bearing weight of 700 pounds.

I am truly and seriously curious why the weight issue was never even mentioned.

In any case, as stated ad nauseum, I do not have sufficient financial resources to pay for compliance , and pay property taxes, not to mention, my normal bills, ie food,gas, utilities, insurance, vehicle registration is soon due, garbage, internet,

Is all of this totaly irrelevant to you?

Andrew Marowitz

It seems to me that Every property owner is suffering financial losses forever as a result

- **Andrew Marowitz**

From:andrewmarowitz@sbcglobal.net

To: Klein, Jordan

Mon, Oct 27 at 4:31 PM

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To:Klein, Jordan

Mon, Oct 27 at 5:22 PM

Mr. Klien:

As coincidence as may be, I had to meet someone for a lunch @ 11:30 this morning. What makes this noteworthy is that this individual actually spoke to someone from that Irish group. after the tragic event. She was told by one of the Irish group, that there were actually several others /additional people coming out to the balcony and going back inside. It was a party , inside and outside, and as such at times there were even more individuals out on that balcony., adding load bearing weight, a moving weight, rather than a static weight.

I calculated 2000 pounds for 12 people, but adding even more people would add ???? 700 poumds= 4 more people ????

What is amazing is that this issue was never even considered as the primary source of the collapse. 1/2/3/4/5 people out on the deck would never have caused the collapse, I submit.

This event has caused owners across Berkeley , and now California, to be burdened with the inspection protocols. And for a mere secondary reason, caulking and drain holes. Interestingly, the only changes to the Berkeley building code is inspections, not any changes to the building code as to weight limits, treating it exactly like elevators, or how about requiring that the structural beams for the balcony be required to attach structurally to the floor joists, thereby extending the floor joists beyond the building to the ends of the balcony?

More and more, this begins to appear thagt the City of Berkeley has done little but finger pointing away from themselves, respectfully. Doesn't the City of Berkeley truly want to know the truth? Or prefers to avoid the truth?

Very truly yours, Andrew Marowitz

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To:Klein, Jordan

Wed, Oct 29 at 1:54 PM

Mr. Klein:

Today, I spoke to the analyst for the Senate Housing and Community Developement, and the Apartement Owner's Assocation, and the Staff person for State Assembly Jessie Arriguin.

Accordingly, how and why did Ms. McNulty ALSO initiate contact for the purpose of an Appeal, and with the Housing Advisory Committee? This is a duplicated event, and causes confusion, as well as more people involved.

Please address this concern and respond. Thank you for your expected response.

PLEASE DO NOT STAY SILENT ON THIS ISSUE.

Sincerely, Andrew Marowitz 510-356-6813

Klein, Jordan

From:jklein@berkeleyca.gov

To:Andrew Marowitz

Cc:McNulty, Jenny

Fri, Oct 31 at 9:48 AM

Mr. Marowitz:

You submitted an appeal of a determination of the Building Official. Per the Berkeley Municipal Code chapter 19.44, the Housing Advisory Commission and not the Planning Commission is responsible for hearing and making a determination regarding this appeal. Jenny McNulty, working under my overall direction, is responsible for coordinating with you to schedule the appeal hearing.

Jordan

Jordan Klein
Director, Department of Planning & Development
City of Berkeley
Phone: (510) 774-1337
jklein@berkeleyca.gov

Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To:Klein, Jordan

Fri, Oct 31 at 10:01 AM

Mr. Klein:

I just discovered this financial needs "Request for Waiver of Penalty Payment Administrative Citation Issued in the City of Berkeley"

The person requesting the waiver will, following completion of the review by the processing agency and/or the issuing agency, be mailed the results of the review. Please complete this form and submit it to: City of Berkeley City Manager's Office 2180 Milvia Street Berkeley, CA 94704 Please note that you are making this application under penalty of perjury. Any information omitted may result in the denial of this motion. I hereby request a temporary waiver of the required deposit of penalty and that the City of Berkeley City Manager's Office proceed to schedule the appeal on the listed Administrative Citations for the following reasons:

_____
_____
_____
_____
_____
_____
_____ Total Amount Due: $ _____ Citant's Name:
_____ Telephone: ( ) __ Citation #: _____
_____ _____ _____
_____ _____ Address:
_____
Street City State Zip Social Security # _____-_____-_____ CDL
#_____ FINANCIAL INFORMATION: Employer Name:
_____
Address: _____ Employer
Street City State Zip 1. EMPLOYMENT 2. SUPPORTED BY: 3. PERSONS SUPPORTED: _____
Employed _____ Self _____ Self _____ Full Time _____ Spouse _____ Spouse _____ Part Time _____
Parents _____Children (# of) _____ _____ Unemployed _____ Welfare _____ Other _____
_____ Student _____ S.S.I. _____ Total _____ _____ Disabled _____ A.F.D.C. _____
Homemaker _____ Unemployment _____ Military _____ Other: _____ _____ Other :
_____ FOR CITY OF BERKELEY CITY MANAGER'S OFFICE USE ONLY: WAIVER OF
PENALTY: [ ] GRANTED [ ] DENIED _____ Date
_____ 4. Monthly gross income (include income from all earnings of your
household) $ _____ a. Pay Schedule: Weekly Bi-Weekly: Monthly (Please enter
the date for monthly) NOTE: YOU MUST PROVIDE PAY CHECK STUBS FOR ONE MONTH OR
VERIFICATION OF OTHER SOURCE OF INCOME. b. Payroll deductions are (specify purpose and
amount): (1)_____ $_____
(2)_____ $_____
(3)_____ $_____
(4)_____ $_____
(5)_____ $_____
$_____ Total Payroll
Deductions $_____ c. Net Income (take home pay) $_____ d.
Other money received each month (specify source and amount): NOTE: MUST PROVIDE OFFICIAL
DOCUMENT OF PROOF OF INCOME. (1) _____
$_____ (2) _____
$_____ TOTAL $_____ e. TOTAL MONTHLY INCOME (c+d)
$_____ 5. ASSETS: (Value) MONTHLY EXPENSES: Motor Vehicle(s)
$_____ Rent/Mortgage $_____ Home $_____
Utilities $_____ Property $_____ Loans/Credit Card(s)
$_____ Savings Account (s) $_____ Food/Clothing
$_____ Checking Account(s) $_____ Transportation
$_____ Cash on Hand $_____ Medical/Dental Payments
$_____ All Other $_____ All Other $_____ TOTAL

Jordan Klein
Director, Department of Planning & Development
City of Berkeley
Phone: (510) 774-1337
jklein@berkeleyca.gov
Andrew Marowitz

From:andrewmarowitz@sbcglobal.net

To:Klein, Jordan

Sat, Nov 1 at 9:51 AM

Mr. Klein:

Here is the State law you reference " 1.The Commission shall hear and determine appeals of all matters respecting the abatement of substandard or deficient buildings pursuant to the provisions of Chapter 19.40 of this code."

Has there been ANY determination that my building is substandard or deficient building ? Or is an Appeal of the EEE protocols a declaratory definition of a substandard building?

And further, where, EXACTLY , if anywhere, is there a documented and codified regulation that " an unreasonable hardship exception" is located in the regulatory structure, in which such an exception is limited to only commercial structures? What is the specific regulatory number assigned to this specific regulatory definition.?

If , in fact, such a codified regulation exists, why did Mr. Lopez fail or refuse to direct me to, or provide me with, that specific codified regulation, since he allegedly located it?

Moreover, if there is in fact, such a specific codified regulation that exists, why is such a regulation limited to Commercial structures, and/ or their respective owners, and not allowed for residential structures , and/ or the owners of those structures? What is the documented criteria that provides for such "unreasonable hardship exceptions/ waivers? Are/ is those criteria guidelines specifically documented in the alleged codified regulation? If not, why not?

Has City Council created provisions for exceptions/ waivers for low income senior citizens, who can't afford the sizable financial burdens of compliance with the EEE compliance mandates?, especially when I have decidedly proven that the basis for the EEE compliance mandate was initiated and codified on an allegedly fraudulent assertion that never considered, or refused to consider that the balcony collapse was based on an OVERLOAD-bearing of physical stresses, based on the weight and amount of persons on that collapsed balcony?

Rental Housing Safety Program
Building & Safety Division
Planning & Development Department

Rental Housing Safety Program (RHSP)
Unit/Room Fee Exemption/Correction Form

This form should only be filled out if you are requesting an exemption or to correct the total number of units located at your property.

RECD NOV 18 2025

A residential rental unit is defined as any building or portion thereof that is rented or is available for rent during the fiscal year and contains living facilities including provisions for sleeping, eating, cooking, and sanitation. A residential rental room is defined as a room that is rented or available for rent during the fiscal year and is used, or is designed or intended to be used, for sleeping for a period of 14 consecutive days or more and is not a complete dwelling unit or a tourist hotel room.

BE ADVISED:

- **You will be billed annually based on the total number of Units/Rooms on your property, regardless of whether the unit(s) are rental or owner-occupied.**
- **Your bill will be adjusted once this form has been received and processed. The adjustment will apply for one billing cycle.**
- **Exemption request claiming units as vacant or owner occupied are required to be verified through a verification inspection. Failure to meet the inspector will nullify the exemption request.**
- **You should remit your payment based upon the total number of rental units.**
- **If the exemption is not granted you will be notified.**

Property Information

Property Address: 1415 Fairview St. Berkeley, CA 94703
Owner Name: Andrew Markowitz
Mailing Address: 1415 Fairview St #4 Berkeley CA. 94703
Phone Number: (516) 356-6813
Account (License) Number: RHSP 25 - 015076 (please refer to your bill)

To Claim a Fee Exemption: (only complete applicable items)

☐ Number of **owner or family member occupied** is: Units ONE **OR** Boarding Rooms ____
(Owner or family member occupy with no exchange of money/rent or services.)

☐ Total number of Units/Rooms that have been **continuously vacant** for over one year is: THREE

☐ This **is not a rental property** as of 2024 July (date)
(If any rental occurred during the previous Fiscal Year (July 1 – June 30), the fee is still due.)

To Correct the Account: (only complete applicable items)

☐ **Total number** of Units/Boarding Rooms is: Units FOUR **OR** Boarding Rooms ____
(Total number of units or boarding rooms on the property, not the number that are rented.)

☐ I am **no longer the owner** of this property effective ____ (date)
(The owner of record as of July 1st is responsible for the entire annual fee.)

I declare under penalty of perjury that the foregoing is true & correct to the best of my knowledge.

Signature: [signature] Date: 11/17/2025

Print Name: Andrew Markowitz

Rental Housing Safety Program (RHSP)
ANNUAL SELF-CERTIFICATION CHECKLIST (SCC) Form
www.berkeleyca.gov/housing/RHSP

Property Address: *(Please print legibly and use one form per address/unit.)*

Street Address: 1615 Fairview St. **Unit #:** #1

DOOR LOCKS	Pass	N/A
All exterior doors open and close properly, latch and lock and unlock easily.	☑	☐
All individual apartment entry doors have working deadbolts and entry knobs with dead locking latches.	☑	☐

SMOKE DETECTORS		
Smoke alarms are installed in each sleeping room, outside of each separate sleeping area in the immediate vicinity of the bedroom(s), and on each occupiable story including basements and habitable attics.	☑	☐
All smoke detectors work properly, are less than 10 years old, and the alarm sounds when tested.	☑	☐
Hardwired smoke detectors have a functioning battery back-up.	☐	☐

CARBON MONOXIDE (CO) ALARMS & DETECTORS CABC 915 *Carbon monoxide alarms are required in all buildings that contain an attached garage or fuel-burning appliances, such as stoves, heaters, and fireplaces. See RHSP Notes floor plan for required locations*		
Operational CO detectors/alarms are installed outside each separate sleeping area in the immediate vicinity of the bedrooms; on every occupiable level of the dwelling, including the basement; in any bedroom where a fuel-burning appliance is located within the bedroom or its attached bathroom; and in sleeping units served by a forced-air furnace.	☑	☐

HEATING AND WATER HEATERS		
All heating equipment is operational, in safe working condition and properly maintained.	☑	☐
The gas heater is operating normally and is provided with minimum combustion air.	☑	☐
For buildings with a thermostat not under the control of the tenants, the temperature setting on the thermostat is set at 68°F minimum.	☑	☐
All gas lines are free of leaks and any gaseous odors. *(Immediately report gas leaks or gaseous odors to PG&E and owner/manager).*	☑	☐
All gas lines in the unit have accessible shut-off valves.	☑	☐
Water heaters are installed correctly and meet the following requirements: *(If the water heaters were installed prior to any of these code requirements, you may check N/A for those line items.)*	☑	☐
a. Earthquake straps are secured on the bottom ⅓ and the upper ⅓ portions;	☑	☐
b. Water heater has a temperature and pressure relief valve. Rigid piping for the TPR valve is installed maintaining a downward slope terminating between 6 and 24 inches above grade;	☑	☐
c. A drain pan is installed where damage from a leaking water heater may occur;	☑	☐
d. The draft hood to the vent is secured with a minimum of 3 screws and the vent connector slopes upward maintaining a minimum slope of ¼ inch per foot;	☑	☐
e. A bond wire is connected between the metal hot and cold water supply lines and gas piping.	☑	☐

VENTILATION / WINDOWS		
Windows open, close and lock easily and can remain open.	☑	☐
The windows required for egress in sleeping rooms open completely.	☑	☐
If there are security bars on the required emergency egress window, ensure there is an operable quick release mechanism on the inside.	☑	☐
All window glass is in good condition, free of damage and properly sealed at the edges.	☑	☐
If bathrooms have fixed windows or no windows, verify the mechanical ventilation system is in working order.	☑	☐

APPLIANCES		
All **built-in** appliances are in good working condition.	☑	☐
Gas stoves are free of odors indicating a gas leak and all indicator lights are working on electric stoves.	☑	☐

PAGE 2 - SEE TURN OVER

Rental Housing Safety Program (RHSP)
ANNUAL SELF-CERTIFICATION CHECKLIST (SCC) Form

www.berkeleyca.gov/housing/RHSP

Property Address: *(Please print legibly and use one form per address/unit.)*

Street Address: 1615 Fairview St. **Unit #:** #2

DOOR LOCKS	Pass	N/A
All exterior doors open and close properly, latch and lock and unlock easily.	☑	☐
All individual apartment entry doors have working deadbolts and entry knobs with dead locking latches.	☑	☐

SMOKE DETECTORS		
Smoke alarms are installed in each sleeping room, outside of each separate sleeping area in the immediate vicinity of the bedroom(s), and on each occupiable story including basements and habitable attics.	☑	☐
All smoke detectors work properly, are less than 10 years old, and the alarm sounds when tested.	☑	☐
Hardwired smoke detectors have a functioning battery back-up.	☐	☐

CARBON MONOXIDE (CO) ALARMS & DETECTORS CABC 915 *Carbon monoxide alarms are required in all buildings that contain an attached garage or fuel-burning appliances, such as stoves, heaters, and fireplaces. See RHSP Notes floor plan for required locations*		
Operational CO detectors/alarms are installed outside each separate sleeping area in the immediate vicinity of the bedrooms; on every occupiable level of the dwelling, including the basement; in any bedroom where a fuel-burning appliance is located within the bedroom or its attached bathroom; and in sleeping units served by a forced-air furnace.	☑	☐

HEATING AND WATER HEATERS		
All heating equipment is operational, in safe working condition and properly maintained.	☑	☐
The gas heater is operating normally and is provided with minimum combustion air.	☑	☐
For buildings with a thermostat not under the control of the tenants, the temperature setting on the thermostat is set at 68°F minimum.	☑	☐
All gas lines are free of leaks and any gaseous odors. *(Immediately report gas leaks or gaseous odors to PG&E and owner/manager).*	☑	☐
All gas lines in the unit have accessible shut-off valves.	☑	☐
Water heaters are installed correctly and meet the following requirements: *(If the water heaters were installed prior to any of these code requirements, you may check N/A for those line items.)*	☑	☐
a. Earthquake straps are secured on the bottom ⅓ and the upper ⅓ portions;	☑	☐
b. Water heater has a temperature and pressure relief valve. Rigid piping for the TPR valve is installed maintaining a downward slope terminating between 6 and 24 inches above grade;	☑	☐
c. A drain pan is installed where damage from a leaking water heater may occur;	☑	☐
d. The draft hood to the vent is secured with a minimum of 3 screws and the vent connector slopes upward maintaining a minimum slope of ¼ inch per foot;	☑	☐
e. A bond wire is connected between the metal hot and cold water supply lines and gas piping.	☑	☐

VENTILATION / WINDOWS		
Windows open, close and lock easily and can remain open.	☑	☐
The windows required for egress in sleeping rooms open completely.	☑	☐
If there are security bars on the required emergency egress window, ensure there is an operable quick release mechanism on the inside.	☑	☐
All window glass is in good condition, free of damage and properly sealed at the edges.	☑	☐
If bathrooms have fixed windows or no windows, verify the mechanical ventilation system is in working order.	☑	☐

APPLIANCES		
All **built-in** appliances are in good working condition.	☑	☐
Gas stoves are free of odors indicating a gas leak and all indicator lights are working on electric stoves.	☑	☐

PAGE 2 - TURN OVER

Rental Housing Safety Program (RHSP)
ANNUAL SELF-CERTIFICATION CHECKLIST (SCC) Form
www.berkeleyca.gov/housing/RHSP

Property Address: *(Please print legibly and use one form per address/unit.)*

Street Address: 1615 Fairview St. **Unit #:** #3

DOOR LOCKS	Pass	N/A
All exterior doors open and close properly, latch and lock and unlock easily.	☑	☐
All individual apartment entry doors have working deadbolts and entry knobs with dead locking latches.	☑	☐

SMOKE DETECTORS		
Smoke alarms are installed in each sleeping room, outside of each separate sleeping area in the immediate vicinity of the bedroom(s), and on each occupiable story including basements and habitable attics.	☑	☐
All smoke detectors work properly, are less than 10 years old, and the alarm sounds when tested.	☑	☐
Hardwired smoke detectors have a functioning battery back-up.	☐	☐

CARBON MONOXIDE (CO) ALARMS & DETECTORS CABC 915 *Carbon monoxide alarms are required in all buildings that contain an attached garage or fuel-burning appliances, such as stoves, heaters, and fireplaces. See RHSP Notes floor plan for required locations*		
Operational CO detectors/alarms are installed outside each separate sleeping area in the immediate vicinity of the bedrooms; on every occupiable level of the dwelling, including the basement; in any bedroom where a fuel-burning appliance is located within the bedroom or its attached bathroom; and in sleeping units served by a forced-air furnace.	☑	☐

HEATING AND WATER HEATERS		
All heating equipment is operational, in safe working condition and properly maintained.	☑	☐
The gas heater is operating normally and is provided with minimum combustion air.	☑	☐
For buildings with a thermostat not under the control of the tenants, the temperature setting on the thermostat is set at 68°F minimum.	☑	☐
All gas lines are free of leaks and any gaseous odors. *(Immediately report gas leaks or gaseous odors to PG&E and owner/manager).*	☑	☐
All gas lines in the unit have accessible shut-off valves.	☑	☐
Water heaters are installed correctly and meet the following requirements: *(If the water heaters were installed prior to any of these code requirements, you may check N/A for those line items.)*	☑	☐
a. Earthquake straps are secured on the bottom ⅓ and the upper ⅓ portions;	☑	☐
b. Water heater has a temperature and pressure relief valve. Rigid piping for the TPR valve is installed maintaining a downward slope terminating between 6 and 24 inches above grade;	☑	☐
c. A drain pan is installed where damage from a leaking water heater may occur;	☑	☐
d. The draft hood to the vent is secured with a minimum of 3 screws and the vent connector slopes upward maintaining a minimum slope of ¼ inch per foot;	☑	☐
e. A bond wire is connected between the metal hot and cold water supply lines and gas piping.	☑	☐

VENTILATION / WINDOWS		
Windows open, close and lock easily and can remain open.	☑	☐
The windows required for egress in sleeping rooms open completely.	☑	☐
If there are security bars on the required emergency egress window, ensure there is an operable quick release mechanism on the inside.	☑	☐
All window glass is in good condition, free of damage and properly sealed at the edges.	☑	☐
If bathrooms have fixed windows or no windows, verify the mechanical ventilation system is in working order.	☑	☐

APPLIANCES		
All **built-in** appliances are in good working condition.	☑	☐
Gas stoves are free of odors indicating a gas leak and all indicator lights are working on electric stoves.	☑	☐

PAGE 2 - TURN OVER

Rental Housing Safety Program (RHSP)
ANNUAL SELF-CERTIFICATION CHECKLIST (SCC) Form
www.berkeleyca.gov/housing/RHSP

Property Address: *(Please print legibly and use one form per address/unit.)*

Street Address: 1615 Fairview St. **Unit #:** #4

DOOR LOCKS	Pass	N/A
All exterior doors open and close properly, latch and lock and unlock easily.	☑	☐
All individual apartment entry doors have working deadbolts and entry knobs with dead locking latches.	☑	☐

SMOKE DETECTORS		
Smoke alarms are installed in each sleeping room, outside of each separate sleeping area in the immediate vicinity of the bedroom(s), and on each occupiable story including basements and habitable attics.	☑	☐
All smoke detectors work properly, are less than 10 years old, and the alarm sounds when tested.	☑	☐
Hardwired smoke detectors have a functioning battery back-up.	☐	☐

CARBON MONOXIDE (CO) ALARMS & DETECTORS CABC 915 *Carbon monoxide alarms are required in all buildings that contain an attached garage or fuel-burning appliances, such as stoves, heaters, and fireplaces. See RHSP Notes floor plan for required locations*		
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HEATING AND WATER HEATERS		
All heating equipment is operational, in safe working condition and properly maintained.	☑	☐
The gas heater is operating normally and is provided with minimum combustion air.	☑	☐
For buildings with a thermostat not under the control of the tenants, the temperature setting on the thermostat is set at 68°F minimum.	☑	☐
All gas lines are free of leaks and any gaseous odors. *(Immediately report gas leaks or gaseous odors to PG&E and owner/manager).*	☑	☐
All gas lines in the unit have accessible shut-off valves.	☑	☐
Water heaters are installed correctly and meet the following requirements: *(If the water heaters were installed prior to any of these code requirements, you may check N/A for those line items.)*	☑	☐
a. Earthquake straps are secured on the bottom ⅓ and the upper ⅓ portions;	☑	☐
b. Water heater has a temperature and pressure relief valve. Rigid piping for the TPR valve is installed maintaining a downward slope terminating between 6 and 24 inches above grade;	☑	☐
c. A drain pan is installed where damage from a leaking water heater may occur;	☑	☐
d. The draft hood to the vent is secured with a minimum of 3 screws and the vent connector slopes upward maintaining a minimum slope of ¼ inch per foot;	☑	☐
e. A bond wire is connected between the metal hot and cold water supply lines and gas piping.	☑	☐

VENTILATION / WINDOWS		
Windows open, close and lock easily and can remain open.	☑	☐
The windows required for egress in sleeping rooms open completely.	☑	☐
If there are security bars on the required emergency egress window, ensure there is an operable quick release mechanism on the inside.	☑	☐
All window glass is in good condition, free of damage and properly sealed at the edges.	☑	☐
If bathrooms have fixed windows or no windows, verify the mechanical ventilation system is in working order.	☑	☐

APPLIANCES		
All **built-in** appliances are in good working condition.	☑	☐
Gas stoves are free of odors indicating a gas leak and all indicator lights are working on electric stoves.	☑	☐

Outlook

Re: Housing Advisory Commission Hearing 1/15/2025

From Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Date Mon 1/5/2026 2:17 PM
To Housing Advisory Commission <HAC@berkeleyca.gov>

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.





https//www.theguardian.com/us-news/gallery/2015/june/17/berkeley-balconycollapse-california-pictures

Ms. Zhu, I have provided two photos from independent 3rd parties. The first is from Getty Photos. The Second Photo is from the Guardian. In the guardian photo, I have provided a link.... because I would want you to visit that specific photo, which will allow you to click on the Guardian photo to blow it up to a larger size, thereby providing you with the measurement that is being photographed in which the distance from the vertical wall is far greater(estimated to be 16=18 inches) than the Getty Photo. Itr also shows the slope of the wood in which the balcony was angled down. The balcony guardrail flipped over landing upside down onto the 4th floor balcony.

Accordingly, these photos demonstrate an undeniable inconsistency of location of Getty Photo apparently showing balcony broke off right up against the vertical wall, while the other photo clearly demonstrates that the distance of the collapse was measured and completely different distance from the vertical wall, as well as the slope is measured by the investigative crew to the slope of the balcony sliding down.

I had a third photo which showed rough redwood lumber providing support to the balcony, but was omitted and now deleted by those who want to cover up the cover up of the apparent fraudulent conclusion of wood rot, not weight and number of people.

I was provided 15 + photos as a result of my FOIA, but a thorough investigation would have yielded 100+ photos of the broken beams, the columns, the balcony itself and the debris from the balcony, either on the fourth floor balcony, or the sidewalk. BUT there was none of these photos in what I was provided. This is a cover up, and I am beginning to believe that a cover up of the cover up is being implemented. I will continue my challenge of the photos provided and the photos that should be there, but not included.

Where is Mr. Umberti?

Andrew Marowitz 510-356-6813

Outlook

Re: Housing Advisory Commission Hearing 1/15/2025

From Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Date Mon 1/5/2026 2:52 PM
To Housing Advisory Commission <HAC@berkeleyca.gov>

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.



Ms. Zhu:

Here is a photo of the 5th floor balcony beams from underneath the balcony. If you look closely, the broken beams extend about 24inches to the measured slope, where,presumably the balcony slid down. Also take notice that the beams appear to have minimal water damage/ wood rot. There is only surface staining of the water , but not wood rot. Also, this photo shows the black plastic membrane cut open to show what was behind the plastic, but no existing broken beams beyond the break/slope. Where did they go? Did they vaporize into thin air?Of the entire balcony, in this photo, there are no balcony parts, or debris. Did they also vaporize into thin air?

This is exactly why I am challenging the missing photos from the FOIA request.

All of this fact finding and FOIA takes time, and the City is not cooperating with transparency, accountability and forthcomingness= a cover up. And NOW, apparently, efforts are being made to cover up the cover up, Photos have disappeared.

AND NOW, they are doing everything possible to be uncooperative. If there was nothing to hide, then they should conduct themselves as if there is nothing to hide. Instead, there is clear effort to hide photos, factual evidence, and false conclusions.

If the EEE inspection mandate is based on a fruadulent set of facts which led to the EEE inspection mandate, then the EEE inspection mandate is based on a fraud, and the EEE mandate should be withdrawn, especially in light of the Rental Housing Safety Program Checklist and exempptions.

I may be biased, but my questions, challenges and observations are KEEN, ASTUTE, and seemingly accurate.

Andrew Marowitz 510-356-6813

Outlook

Re: Housing Advisory Commission Hearing 1/15/2025

From Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Date Mon 1/5/2026 4:40 PM
To Housing Advisory Commission <HAC@berkeleyca.gov>

Ms. Zhu: This email of a 4th photo is being emailed @ 4:40pm

I have found another photo (photo #4) of the broken beams that is even more detailed as to the possibility of water wood rot, or the lack thereof.

PLEASE, include this 4th photo as well for the meeting dated January 15th. There is indication of water stains, but not rot, and there is a clearer demonstration of the slope of the balcony sliding . Wood rot typically has saw dust, but the wood deonstrates strands of wood cut off. There is no indication of staining on the bottom of the beams. Mosr importantly where is the balcony after collapsing? Where are the remnants and debris of the balcony? Also, the wood blocking that separates the beams and directly below the vertical wall shows no indications of water at all.



Outlook

Re: Housing Advisory Commission Hearing 1/15/2025

From Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Date Tue 1/6/2026 11:19 AM
To Housing Advisory Commission <HAC@berkeleyca.gov>

Ms. Zhu:

One final addition. Regarding my EEE Appeal, The Appeal was routed to the building official, Mr. David Lopez, for some reason, bypassing other subordinates.

The Protocol of an Appeal of EEE has contained language that states that the cost of an Appeal should not be so high such that EEE Appeals are not deterred from Appealing.
Further, the Fee Schedule that City Council had drafted in mid 2025 indicates that any fee not explicitly covered shall have a fee set at $250.
Yet, Mr. Lopez , nevertheless imposed a $1000 fee, claiming that he interpreted that the Appeal would require 4 staff personell for 4 hours each. This is utter hogwash. He imposed the $1000 fee to deter my effort to Appeal.

I have a payment receipt from the permit service center for $1000 / Receipt Number 803187 with a fee description of "F700- Appeal of Building Official Determination"

I would request that the HAC decide that my $1000 payment be refunded for good cause. I can and will produce said receipt at the EEE Appeal hearing.

Andrew Marowitz 510-356-6813

ALSO, I asked Mr. Uberti to submit my TWO requests relating to my Appeal. There are 1) that Ms. Leah Weisburg recuse herself as a biased , radical tenant advocate who is biased against landlords. 2) I asked that my EEE Appeal be continued until such time as my challenge to the factual evidence in the Balcony Collapse and my FOIA processes be completed in its entirety.

Mr Uberti never updated me as to the results of my requests. Accordingly, I am requesting an update by Mr. Uberti since the requests were made to him.

Andrew Marowitz 510-356-6813

On Tuesday, January 6, 2026 at 10:57:56 AM PST, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Zhu:

If you click your mouse on the blue box "View Request 25-2830, the information I am NOW including BELOW WHAT IS is REVEALED BY CLICKING ON THE BLUE BOX. It indicates that my request was sent anonymously with all departments and names being REMOVED.

This is part and parcel of the cover up. If the City staffers have nothing to hide, why are they hiding and why are they omitting countless photos and , presumably documents.

The HAC should scrutinize every bit of my FOIA and all responses to my FOIA. I will be preparing a challenge of omitted photos and documents pursuant to the FOIA request.

Then, if and as needed, I intend on filing a Petition for Writ of Mandate in a Federal Court.

THIS IS CLEARLY A COVER UP. AND NOW, SOMEHOW, THE CITY HAS CAUSED DELETION OF VITALLY PERTINENT EMAILS AND PHOTOS EXCHANGED WITH MY CITY COUNCIL PERSON/ CHIEF OF STAFF. I NOW BELIEVE THAT THERE IS AN ONGOING COVER UP OF THE INITIAL COVER UP OF THE BALCONY COLLAPSE, WHICH IS/ WAS THE BASIS FOR THE CREATION OF THE EEE INSPECTION MANDATE.

Department assignment
Added: Multi-Department. Removed: Planning and Development .
November 25, 2025, 10:25am by Staff

Department assignment — Anyone with access to this request
Added: Planning and Development . Removed: Multi-Department.
November 25, 2025, 10:20am by Staff

Department assignment — Anyone with access to this request
Added: Multi-Department. Removed: City Attorney.
November 20, 2025, 7:48am by Staff

Anyone with access to this request

Department assignment
Added: City Attorney. Removed: Planning and Development .
November 20, 2025, 7:47am by Staff

Department assignment Anyone with access to this request
Added: Planning and Development . Removed: Public Works.
November 18, 2025, 2:10pm by Staff

Department assignment Anyone with access to this request
Public Works
November 18, 2025, 1:25pm by Staff

Request opened Anyone with access to this request
Request received in person
November 18, 2025, 1:25pm by Staff

On Tuesday, January 6, 2026 at 10:37:15 AM PST, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

[Document Released] City of Berkeley public records request #25-2830
Yahoo Mail/Inbox

City of Berkeley Public Records
From:messages@nextrequest.com
To:andrewmarowitz@sbcglobal.net

Mon, Dec 15, 2025 at 4:28 PM

-- Attach a non-image file and/or reply ABOVE THIS LINE with a message, and it will be sent to staff on this request. --

City of Berkeley Public Records

Documents have been released for record request #25-2830 along with the following message:

This is in response to your November 18, 2025 Public Records Act request for:

[Records relating to 6/16/15 Balcony Collapse (See attached Request on Next Request)]

Your request is granted. The City has completed its search for responsive documents and as a courtesy has attached them to this letter. With this response, staff have completed their work to process and respond to your Public Records Act request.

Certain documents and portions of documents have been withheld based upon the deliberative process privilege. (Cal. Gov. Code §§ 7922.000& 7927.705 (formerly Gov. Code §§ 6254(a) & 6255)).

If you have any questions concerning your request, please feel free to contact ceseals@berkeleyca.gov or kperez@berkeleyca.gov.

- 2015-6-23 Memo 2020 Kittredge.pdf
- 2020 Kittridge St 06-16-2015 Incident Report.pdf
- 2020 Kittredge St Schedule A Notice.pdf
- 2020_Kittredge_NOV.pdf
- 2020_Kittredge_Struct_Observ_062315.pdf
- 02-858 BUILDING PERMIT DOCUMENTATION.pdf
- 2020_Kittredge_Struct_Observ_061815.pdf
- 20220 Kittridge St 06-16-2015 Dispatch Summary_Redacted.pdf
- 7_14_2015 CLK - Agenda Pkt (Pub); Plng and Dev; 0; ; Local Amdnts to Calif Bldg Code and Berkeley Hsg Code to Improve Bldg Sfty.pdf
- 2020_Kittredge_St_Scan_2.pdf
- Bal_Coll_2020_Kittredge_St 001.pdf
- Bal_Coll_2020_Kittredge_St 002.pdf
- Bal_Coll_2020_Kittredge_St 004.pdf
- Bal_Coll_2020_Kittredge_St 005.pdf
- Bal_Coll_2020_Kittredge_St 003.pdf
- Bal_Coll_2020_Kittredge_St 006.pdf
- 2020_Kittredge_St_Scan_1.pdf
- Bal_Coll_2020_Kittredge_St 007.pdf
- Bal_Coll_2020_Kittredge_St 009.pdf
- Bal_Coll_2020_Kittredge_St 008.pdf
- Bal_Coll_2020_Kittredge_St 011.pdf
- Bal_Coll_2020_Kittredge_St 012.pdf
- Bal_Coll_2020_Kittredge_St 010.pdf
- Bal_Coll_2020_Kittredge_St 014.pdf
- Bal_Coll_2020_Kittredge_St 013.pdf
- Bal_Coll_2020_Kittredge_St 016.pdf
- Bal_Coll_2020_Kittredge_St 015.pdf
- Bal_Coll_2020_Kittredge_St 018.pdf
- Bal_Coll_2020_Kittredge_St 017.pdf
- Bal_Coll_2020_Kittredge_St 019.pdf
- Bal_Coll_2020_Kittredge_St 021.pdf
- Bal_Coll_2020_Kittredge_St 020.pdf
- Bal_Coll_2020_Kittredge_St 022.pdf
- Bal_Coll_2020_Kittredge_St 025.pdf
- Bal_Coll_2020_Kittredge_St 024.pdf
- BAL_COL_2020_KITTREDGE_ST_CORP_YRD 001.JPG.jpg
- Bal_Coll_2020_Kittredge_St 027.pdf
- Bal_Coll_2020_Kittredge_St 026.pdf
- Bal_Coll_2020_Kittredge_St 023.pdf
- BAL_COL_2020_KITTREDGE_ST_CORP_YRD 002.JPG.jpg
- Bal_Coll_2020_Kittredge_St 028.pdf
- BAL_COL_2020_KITTREDGE_ST_CORP_YRD 003.JPG.jpg
- BAL_COL_2020_KITTREDGE_ST_CORP_YRD 004.JPG.jpg
- BAL_COL_2020_KITTREDGE_ST_CORP_YRD 005.JPG.jpg
- BAL_COL_2020_KITTREDGE_ST_CORP_YRD 006.JPG.jpg

- BAL_COL_2020_KITTREDGE_ST_CORP_YRD 007.JPG.jpg
- BAL_COL_2020_KITTREDGE_ST_CORP_YRD 008.JPG.jpg
- Berkeley - FAQs E3 Draft.pdf
- Clarification_ SEAONC delegates to City of Berkeley working group.pdf
- DOC071315.pdf
- Deck Task Force.pdf
- E3 webpage with final forms.pdf
- EEE Certification Form.pdf
- FW_ Alex Roshal.pdf
- FW_ Berkeley Code Amendments.pdf
- From SF_ S-10 dated 07-16-15_pdf.pdf
- FW_ Library Gardens Building Inspections.pdf
- FW_ For Printer.pdf
- Reminder for tomorrow's task force meeting.pdf
- FW_ SEAONC representatives to City of Berkeley_ Thank you and next steps.pdf
- FW_ Written Comments on 7-14-15 City Council agenda item no. 48, “Local Amendments to CA Bdg Code and Berkeley Hsg Code to Improve Public Sfty”.pdf
- Rescheduling working group for Thursday July 23.pdf
- RE_ 2020 Kittredge Ave - Balcony.pdf
- Re_ 2020 Kittredge Street - Unit Occupancy.pdf
- RE_ 2020 Kittredge St_ Balcony.pdf
- RE_ 2020 Kittredge Street.pdf
- Re_ Library Gardens_ Second Miyamoto Report.pdf
- RE_ Scanned image from MX-4111N.pdf
- RE_ Task Force_ Permit Requirements.pdf
- RE_ Task Force Next Steps and Revised Draft Verification Statement.pdf
- RE_ TUCC Multi-Family Subcommittee - New Urgent Item for Balcony Vents.pdf
- SEAONC publication of balcony collapse.pdf
- SEAOC letter for CBSC Meeting of October 21_ 2015 [Prop REDACT].pdf
- SEAOC letter for CBSC Meeting of October 21_ 2015.pdf
- SF Balcony Certifications.pdf
- Staff Report and Attachments.pdf
- RE_ Letter sent to Building Standards Commission.pdf

View Request 25-2830

https://cityofberkeleyca.nextrequest.com/requests/25-2830

Document links are valid for one month. After January 16, you will need to sign in to view the document(s).

Housing Advisory Commission

HOUSING ADVISORY COMMISSION

Notice of Decision

Appeal of Decision by Building Official for 1615 Fairview Street regarding the Applicability of Exterior Elevated Elements Inspection Requirement

DATE OF COMMISSION DECISION:	January 15, 2026
DATE NOTICE MAILED:	February 11, 2026
APPEAL PERIOD EXPIRATION:	February 20, 2026

DETERMINATION OF ISSUES PRESENTED

The Housing Advisory Commission of the City of Berkeley, after conducting a public hearing, **DENIES** the appeal and **AFFIRMS** the Building Official's determination that (1) 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program and (2) upholds the associated fees consistent with Council-adopted policy and State law.

FINDINGS OF FACT

1. **Applicability of the E3 Inspection Requirement**
   The subject property at 1615 Fairview Street is a four-unit residential building classified as Group R-2 occupancy with exterior elevated elements more than six feet above grade. California Health and Safety Code Section 17973 and Berkeley Municipal Code Section 19.40.040 require inspection and certification of exterior elevated elements in all buildings containing three or more multifamily dwelling units. These requirements apply regardless of whether the units are rented, vacant, or owner-occupied, and regardless of the owner's income level. No exemption exists for owner-occupied or vacant units.

2. **Appeal Fee Authority, Amount, and Hardship Claims**
   The $1,000 appeal fee for appeals of Building Official determinations is listed in the Planning Department fee schedule adopted by City Council on June 17, 2025, by Resolution No. 71,834-N.S.

   The fee is calculated to reflect estimated staff time required to research, prepare materials, and conduct an appeal hearing. It was not arbitrarily imposed by the Building Official.

   No hardship exemption exists for low-income seniors under the E3 program or the appeal ordinance. The unreasonable hardship provisions of the California Building Code apply only to certain accessibility upgrades and do not apply to E3 inspection requirements. The administrative citation hardship waiver under BMC Section 1.28.070 is not relevant because no citation has been issued in this case.

3. **Building Official's Determination**
   The Building Official correctly applied state and local law in requiring compliance with the Exterior Elevated Elements Inspection Program and associated fees. The subject property does not meet any statutory or regulatory exemption criteria.

The Housing Advisory Commission finds no error in interpretation, application, or enforcement of the Exterior Elevated Elements Inspection Program.

COMPLIANCE REQUIREMENTS

To comply with the City of Berkeley's E3 Inspection Program Requirements, you must:

1. Hire a licensed or certified professional to perform an inspection of the exterior elevated elements at 1615 Fairview Street, per Berkeley Municipal Code Section 19.40.040, and submit a fully completed E3 Inspection Certification Form within 30-days from the date of this Notice of Decision.

   Licensed professionals (excluding City of Berkeley employees) include the categories below, with current licensure in California:
   - Licensed architects
   - Licensed civil engineers and licensed structural engineers
   - Licensed general contractors

   Certified Professionals (excluding City of Berkeley employees) include the categories below:
   - Certified Building Inspectors, ICC B5 or equivalent
   - Certified Building Officials, ICC CBO or equivalent

2. Submit the completed E3 Inspection Certification form by email, mail, or in-person.

   - By email: E3@berkeleyca.gov
   - By mail (or in-person):
     Exterior Elevated Elements Program
     1947 Center Street, 3rd Floor
     Berkeley, CA 94704

3. An exterior elevated element found by the inspector to be in need of repair or replacement shall be corrected by the owner of the building. All necessary permits for repair or replacement shall be obtained from the Berkeley Building and Safety Division, and all repair and replacement work shall be performed by a qualified and licensed contractor in compliance with California Building Standards Codes and California Health and Safety Code.

4. An exterior elevated element that the inspector determines presents an immediate threat to occupant safety, or that is damaged in a manner that restricts required access, egress, or

emergency use (including, but not limited to, exit stairs), shall be deemed an emergency condition. Emergency conditions also include situations requiring immediate repair or shoring. In such cases, the building owner shall immediately repair the damaged condition and, if required, implement all necessary interim safety or preventive measures to keep the occupants safe. The owner or contractor shall obtain a permit within 1 business day for the emergency repair work performed per CBC 105.2.1. All emergency repairs shall comply with subdivision (g) of Section 17973 of the California Health and Safety Code and shall be reported to the local enforcement agency.

5. The owner of the building with an exterior elevated element that is in need of repair or replacement that, in the opinion of the inspector, does not pose an immediate threat to the safety of the occupants, shall apply for a permit within 120 days of the inspection date.

   - Once a building permit application has been submitted, respond to plan check comments within 10 days of the date of the correction letter, and obtain a building permit within 10 days of notification of plan approval.

   - Once the permit is approved, the owner of the building shall have 120 days to complete all corrective work with an approved final inspection, unless an extension of time is granted by the local enforcement agency.

6. Once corrective work is completed with an approved final inspection, submit an updated E3 Inspection Certification form verifying that the exterior elevated elements at 1615 Fairview Street were repaired and are now in general safe condition, adequate working order, and do not exhibit signs of deterioration, decay, corrosion or similar damage that could pose a safety concern and there is no evidence of active water intrusion in concealed spaces of the inspected elements.

7. An Inspection Certification form must be submitted by the designated deadline for each E3 inspection cycle, Per Berkeley Municipal Code 19.40.040, cyclical inspections shall be completed by March 31, 2022 and every six years thereafter.

TO APPEAL THIS DECISION:

To appeal a decision of the Housing Advisory Commission to the City Council you must:

1. Submit a letter clearly and concisely setting forth the grounds for the appeal to the City Clerk, located at 2180 Milvia Street, 1st Floor, Berkeley within 10 days of the effective date of the decision. The City Clerk's telephone number is (510) 981-6900.

2. The appeal must be received prior to 5:00 p.m. on February 20, 2026 (if the close of the appeal period falls on a weekend or holiday, then the appeal period expires the following business day).

3. Pursuant to BMC 19.44.090, the decision of the Council shall be final.

Housing Advisory Commission

HOUSING ADVISORY COMMISSION

APPROVED MINUTES

Regular Meeting **Thursday, January 15, 2026** **7:00 pm**	**South Berkeley Senior Center** 2939 Ellis Street Snow Zhu, Secretary HAC@berkeleyca.gov

1. **Roll Call**

   Present: Valeria Chupina (alternate for Alfred Twu), Karen Haycox, Syrak Micael, Rebecca Mirvish, David Shere, Leah Simon-Weisberg.

   Absent: Sarah Bell (excused), Debbie Potter (excused), Sean Vaughn Scott (excused), Alfred Twu (excused).

   Staff Present: Galadriel Burr, David Lopez, Mike Uberti, and Snow Zhu.

   Commissioners in attendance: 6 of 6

   Members of the public: 4

   Public Speakers: 2

2. **Land Acknowledgement**

3. **Agenda Approval**

   Action: M/S/C (Haycox/Shere) to move Item 9 before Item 8 and approve the agenda.

   Vote: Ayes: Chupina, Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: None. Absent: Bell (excused), Potter (excused), Scott (excused).

4. **Public Comment**

   There were two speakers during public comment.

5. **Approval of October 9, 2025 Regular Meeting Minutes**

   Action: M/S/C (Micael/Shere) to approve the October 9, 2025 Regular Meeting minutes.

   Vote: Ayes: Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: Chupina. Absent: Bell (excused), Potter (excused), Scott (excused).

6. **Approval of November 6, 2025 Regular Meeting Minutes**

   Action: M/S/C (Haycox/Mirvish) to approve the November 6, 2025 Regular Meeting minutes.

   Vote: Ayes: Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: Chupina. Absent: Bell (excused), Potter (excused), Scott (excused).

7. **Receive Presentation on Exterior Elevated Elements Inspection Program (E3)**

8. **Appeal of Determination by Building Official for 1615 Fairview Street regarding the Applicability of Exterior Elevated Elements Inspection Requirement**

   Action: M/S/C (Mirvish/Chupina) to close the hearing.

   Vote: Ayes: Chupina, Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: None. Absent: Bell (excused), Potter (excused), Scott (excused).

   Action: M/S/C (Shere/Haycox) to deny the appeal and affirm the Building Official's determination that (1) 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program and (2) uphold the associated fees consistent with Council-adopted policy and State law.

   Vote: Ayes: Chupina, Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: None. Absent: Bell (excused), Potter (excused), Scott (excused).

9. **Appeal of Citation for 2210 Vine Street regarding Exterior Elevated Elements Violation**

   Action: M/S/C (Haycox/Chupina) to close the hearing.

   Vote: Ayes: Chupina, Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: None. Absent: Bell (excused), Potter (excused), Scott (excused).

   Action: M/S/C (Mirvish/Shere) to affirm the Building Officials determination that (1) 2210 Vine Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program, per Berkeley Municipal Code Section 19.40.040 and (2) uphold the Administrative Citation #10080, issued May 4, 2023 for $500.

   Vote: Ayes: Chupina, Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: None. Absent: Bell (excused), Potter (excused), Scott (excused).

   Action: M/S/C (Simon-Weisburg/Chupina) to deny the appeal.

   Vote: Ayes: Chupina, Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: None. Absent: Bell (excused), Potter (excused), Scott (excused).

10. **Discussion and Possible Action: Feedback on State Legislative Priorities**

11. **Update on Council Items (Future Dates Subject to Change)**

12. **Announcements/Information Items**

13. **Future Items**

14. **Adjourn**

    Action: M/S/C (Shere/Micael) to adjourn at 9:36 pm.

    Vote: Ayes: Chupina, Haycox, Micael, Mirvish, Shere, and Simon-Weisberg. Noes: None. Abstain: None. Absent: Bell (excused), Potter (excused), Scott (excused).

Approved: _____, Snow Zhu, Secretary

Attachment 5

Outlook

E3 requirements for 1615 Fairview St.

From Lopez, David <dlopez@berkeleyca.gov>
Date Thu 10/9/2025 4:37 PM
To 'andrewmarowitz@sbcglobal.net' <andrewmarowitz@sbcglobal.net>
Cc Jensen, Jeff <JJensen@berkeleyca.gov>

4 attachments (6 MB)

2025-09-16 E3 Warning Letter_1615 Fairview.pdf; 2016 Inspection Certification 052 154301400_1615 Fairview.pdf; 2016 ED 052 154301400_1615 Fairview.pdf; Property Detail Report_1615 Fairview St.pdf;

Good afternoon Mr. Marowitz,

Your numerous recent communications have been forwarded to me by staff. I understand that you were frustrated while awaiting my response.

First, I must address the tone of your communications to staff. Your messages have been unprofessional and discourteous. This is unacceptable. If similar communications continue, I will cease direct correspondence and refer the matter to my Director. City staff must be treated with respect.

Second, the information provided to you by Ms. Burr—both by email and in person—is accurate. She has reviewed your case with me, and I have confirmed that her guidance reflects the City's interpretation of applicable codes.

To clarify the matter: this is my formal determination. If you disagree, you may appeal my interpretation of the code in accordance with Berkeley Municipal Code (BMC) Title 19.28.020, Section 113 and 19.44. The notice of appeal shall be filed, along with the payment of the appeal fee, at my office within 30 days of this email and must contain the information listed in BMC Section 19.44.40.

1. There seems to be some confusion and comingling of Berkeley Municipal Code programs in your communications. You frequently refer to RHSP when addressing E3 compliance concerns. The two programs are two different and distinct programs. Ms. Burr is not associated with RHSP. She is only associated with the E3 program.
    a. The Rental Housing Safety Program is tasked with enforcing the housing code and the City requires that all rental units in the City of Berkeley be inspected for conformance to the housing code per BMC 19.40. The authority is provided by the State under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Sections 17910, 17920, and 17970, and other housing related Codes as adopted by the City.
        i. Owner-occupied units are exempt from RHSP inspections because the program's intent is to protect tenants from substandard housing conditions.

b. The Exterior Elevated Elements Program is tasked with enforcing State law found under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973. The authority is given to us under BMC 19.40.040. The BMC requires, that all "projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, shall be inspected within six months of adoption of this section, and every six years thereafter….." State law says, "Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected." Multifamily dwelling unit building is defined as housing where multiple separate dwelling units for residential inhabitants are contained within one building.

   i. Buildings that contain three or more dwelling units are classified as R-2 occupancy buildings. The building at 1615 Fairview is considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

   ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?
Nowhere in the E3 laws does it give the City any authority to exempt owner occupied dwellings in an R-2 building. The history of the program started when the tragic incident occurred on June 16, 2015 when the exterior balcony collapsed and 6 young people died and 7 others were injured. Immediately after, the City passed an emergency ordinance to require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building

official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation Warning Letter for not complying with State and City laws. In the warning letter (attached) you have been given a deadline of October 16th to provide a completed and signed, by the retained professional, the Exterior Elevated Elements Inspection Program Inspection Certification form. If this does not occur, citations will be levied. I do have the authority to provide a onetime extension on when the form will be due. If you confirm that you have hired a licensed professional, compliant with State Law, by either sending me a copy of your signed contract with the licensed professional -or- an email thread with the professional confirming the date of their scheduled inspection and that you will be sending me a completed and signed inspection certification form, I will extend the due date for us receiving the form to November 14th.

If the certification does indicate that corrective work is required, then apply for a building permit within 120 days of the date signed on the form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 120 days of permit issuance.

Regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

FRAUD ALERT! Do not provide payment information by telephone. City of Berkeley Building and Safety staff will NEVER call to ask for payment. If you receive such a call, please HANG UP! Email Planning@berkeleyca.gov about it, and report the fraud attempt to the Berkeley Police Dept. at (510) 981-5900.

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19.40.040 Structural Requirements.

404--Structural Maintenance

A. Pursuant to the requirements of Health and Safety Code Section 17973 (inspection deadlines in subsection (d) notwithstanding) projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, shall be inspected within six months of adoption of this section, and every six years thereafter by a licensed general contractor, licensed architect, licensed civil or structural engineer, or certified building inspector or building official who are not employees of the City of Berkeley to verify that the elements are in general safe condition, adequate working order, and do not exhibit signs of deterioration, decay, corrosion or similar damage that could pose a safety concern and there is no evidence of active water intrusion in concealed spaces of the inspected elements. The inspection schedule set forth above shall apply retroactively to the original enactment of the City's Exterior Elevated Elements inspection program on July 14, 2015; cyclical inspections shall be completed by March 31, 2022 and every six years thereafter.

B. Pursuant to the requirements of Code of Civil Procedure Section 5551, projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of condominium projects containing 3 or more dwelling units shall be inspected by January 1, 2025, and then at least once every nine years. The inspection shall be conducted by a licensed structural engineer or architect of a random and statistically significant sample of exterior elevated elements for which the association has maintenance or repair responsibility.

The inspection reports shall comply with the requirements of Health and Safety Code Section 17973 Subsections (c) and (d). The property owner shall be responsible for complying with the repair requirements set forth in Health and Safety Code Section 17973 Subsections (g), (h) and (i). Property owners shall provide proof of compliance with this section by submitting an affidavit form provided by the City. The affidavit shall be signed by the responsible inspecting party and submitted to the Housing Code Enforcement Office. If the inspector indicates corrective work is required, a second affidavit form shall be submitted once the work is completed. For the purpose of this section, elevated "weather-exposed areas" mean those areas which are not interior building areas, extend beyond exterior walls and are located more

than six feet above adjacent grade. For newly constructed residential buildings, inspections shall occur no later than six years following issuance of the Certificate of Occupancy for such buildings. (Ord. 7840-NS § 2, 2022)

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HEALTH AND SAFETY CODE - HSC

DIVISION 13. HOUSING [17000 - 19997] *(Division 13 enacted by Stats. 1939, Ch. 60.)*

PART 1.5. REGULATION OF BUILDINGS USED FOR HUMAN HABITATION [17910 - 17998.3] *(Part 1.5 added by Stats. 1961, Ch. 1844.)*

CHAPTER 5. Administration and Enforcement [17960 - 17992] *(Chapter 5 added by Stats. 1961, Ch. 1844.)*

ARTICLE 2.2. Exterior Elevated Elements: Inspections. [17973- 17973.] *(Article 2.2 added by Stats. 2018, Ch. 445, Sec. 2.)*

17973. (a) Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected. The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction. These individuals shall not be employed by the local jurisdiction while performing these inspections. The purpose of the inspection is to determine that exterior elevated elements and their associated waterproofing elements are in a generally safe condition, adequate working order, and free from any hazardous condition caused by fungus, deterioration, decay, or improper alteration to the extent that the life, limb, health, property, safety, or welfare of the public or the occupants is not endangered. The person or business performing the inspection shall be hired by the owner of the building.

(b) For purposes of this section, the following terms have the following definitions:

(1) "Associated waterproofing elements" include flashings, membranes, coatings, and sealants that protect the load-bearing components of exterior elevated elements from exposure to water and the elements.

(2) "Exterior elevated element" means the following types of structures, including their supports and railings: balconies, decks, porches, stairways, walkways, and entry structures that extend beyond exterior walls of the building and which have a walking surface that is elevated more than six feet above ground level, are designed for human occupancy or use, and rely in whole or in substantial part on wood or wood-based products for structural support or stability of the exterior elevated element.

(3) "Load-bearing components" are those components that extend beyond the exterior walls of the building to deliver structural loads from the exterior elevated element to the building.

(c) The inspection required by this section shall at a minimum include:

(1) Identification of each type of exterior elevated element that, if found to be defective, decayed, or deteriorated to the extent that it does not meet its load requirements, would, in the opinion of the inspector, constitute a threat to the health or safety of the occupants.

(2) Assessment of the load-bearing components and associated waterproofing elements of the exterior elevated elements identified in paragraph (1) using methods allowing for evaluation of their performance by direct visual examination or comparable means of evaluating their performance. For purposes of this section, a sample of at least 15 percent of each type of exterior elevated element shall be inspected.

(3) The evaluation and assessment shall address each of the following as of the date of the evaluation:

(A) The current condition of the exterior elevated elements.

(B) Expectations of future performance and projected service life.

(C) Recommendations of any further inspection necessary.

(4) A written report of the evaluation stamped or signed by the inspector presented to the owner of the building or the owner's designated agent within 45 days of completion of the inspection. The report shall include photographs, any test results, and narrative sufficient to establish a baseline of the condition of the components inspected that can be compared to the results of subsequent inspections. In addition to the evaluation required by this section, the report shall advise which, if any, exterior elevated element poses an immediate threat to the safety of the occupants, and whether preventing occupant access or conducting emergency repairs, including shoring, are necessary.

(d) (1) The inspection shall be completed by January 1, 2026, and by January 1 every six years thereafter. The inspector conducting the inspection shall produce an initial report pursuant to paragraph (4) of subdivision (c) and, if requested by the owner, a final report indicating that any required repairs have been completed. A copy of any report that recommends immediate repairs, advises that any building assembly poses an immediate threat to the safety of the occupants, or that preventing occupant access or emergency repairs, including shoring, are necessary, shall be provided by the inspector to the owner of the building and to the local enforcement agency within 15 days of completion of the report. Subsequent inspection reports shall incorporate copies of prior inspection reports, including the locations of the exterior elevated elements inspected. Local enforcement agencies may determine whether any additional information is to be provided in the report and may require a copy of the initial or final reports, or both, be submitted to the local jurisdiction. Copies of all inspection reports shall be maintained in the building owner's permanent records for not less than two inspection cycles, and shall be disclosed and delivered to the buyer at the time of any subsequent sale of the building.

(2) Notwithstanding paragraph (1), if the owner of the building confirms the presence of asbestos containing material (ACM) during the inspection process and is unable to complete the inspection as a result, the owner of the building shall have up to nine months to complete the necessary ACM abatement in accordance with applicable federal, state, and local laws. Upon completion of ACM abatement, the owner of the building shall have no more than three months to complete the inspection in paragraph (1). The owner of the building shall retain records confirming the presence of ACM and its abatement for three years after completion of the inspection.

(e) The inspection of buildings for which a building permit application has been submitted on or after January 1, 2019, shall occur no later than six years following issuance of a certificate of occupancy from the local jurisdiction and shall otherwise comply with the provisions of this section.

(f) If the property was inspected within three years prior to January 1, 2019, by an inspector as described in subdivision (a) and a report of that inspector was issued stating that the exterior elevated elements and associated waterproofing elements are in proper working condition and do not pose a threat to the health and safety of the public, no new inspection pursuant to this section shall be required until January 1, 2026.

(g) An exterior elevated element found by the inspector that is in need of repair or replacement shall be corrected by the owner of the building. All necessary permits for repair or replacement shall be obtained from the local jurisdiction. All repair and replacement work shall be performed by a qualified and licensed contractor in compliance with all of the following:

(1) The recommendations of a licensed professional described in subdivision (a).

(2) Any applicable manufacturer's specifications.

(3) The California Building Standards Code, consistent with subdivision (d) of Section 17922 of the Health and Safety Code.

(4) All local jurisdictional requirements.

(h) (1) An exterior elevated element that the inspector advises poses an immediate threat to the safety of the occupants, or finds preventing occupant access or emergency repairs, including shoring, or both, are necessary, shall be considered an emergency condition and the owner of the building shall perform required preventive measures immediately. Immediately preventing occupant access to the exterior elevated element until emergency repairs can be completed constitutes compliance with this paragraph. Repairs of emergency conditions shall comply with the requirements of subdivision (g), be inspected by the inspector, and reported to the local enforcement agency.

(2) The owner of the building requiring corrective work to an exterior elevated element that, in the opinion of the inspector, does not pose an immediate threat to the safety of the occupants, shall apply for a permit within 120

days of receipt of the inspection report. Once the permit is approved, the owner of the building shall have 120 days to make the repairs unless an extension of time is granted by the local enforcement agency.

(i) (1) The owner of the building shall be responsible for complying with the requirements of this section.

(2) If the owner of the building does not comply with the repair requirements within 180 days, the inspector shall notify the local enforcement agency and the owner of the building. If within 30 days of the date of the notice the repairs are not completed, the owner of the building shall be assessed a civil penalty based on the fee schedule set by the local authority of not less than one hundred dollars ($100) nor more than five hundred dollars ($500) per day until the repairs are completed, unless an extension of time is granted by the local enforcement agency.

(3) In the event that a civil penalty is assessed pursuant to this section, a building safety lien may be recorded in the county recorder's office by the local jurisdiction in the county in which the parcel of land is located and from the date of recording shall have the force, effect, and priority of a judgment lien.

(j) (1) A building safety lien authorized by this section shall specify the amount of the lien, the name of the agency on whose behalf the lien is imposed, the street address, the legal description and assessor's parcel number of the parcel on which the lien is imposed, and the name and address of the recorded owner of the building.

(2) In the event that the lien is discharged, released, or satisfied, either through payment or foreclosure, notice of the discharge containing the information specified in paragraph (1) shall be recorded by the governmental agency. A safety lien and the release of the lien shall be indexed in the grantor-grantee index.

(3) A building safety lien may be foreclosed by an action brought by the appropriate local jurisdiction for a money judgment.

(4) Notwithstanding any other law, the county recorder may impose a fee on the city to reimburse the costs of processing and recording the lien and providing notice to the owner of the building. A city may recover from the owner of the building any costs incurred regarding the processing and recording of the lien and providing notice to the owner of the building as part of its foreclosure action to enforce the lien.

(k) The continued and ongoing maintenance of exterior elevated elements in a safe and functional condition in compliance with these provisions shall be the responsibility of the owner of the building.

(l) Local enforcement agencies shall have the ability to recover enforcement costs associated with the requirements of this section.

(m) For any building subject to the provisions of this section that is proposed for conversion to condominiums to be sold to the public after January 1, 2019, the inspection required by this section shall be conducted prior to the first close of escrow of a separate interest in the project and shall include the inspector's recommendations for repair or replacement of any exterior elevated element found to be defective, decayed, or deteriorated to the extent that it does not meet its load requirements, and would, in the opinion of the inspector, constitute a threat to the health or safety of the occupants. The inspection report and written confirmation by the inspector that any repairs or replacements recommended by the inspector have been completed shall be submitted to the Department of Real Estate by the proponent of the conversion and shall be a condition to the issuance of the final public report. A complete copy of the inspection report and written confirmation by the inspector that any repairs or replacements recommended by the inspector have been completed shall be included with the written statement of defects required by Section 1134 of the Civil Code, and provided to the local jurisdiction in which the project is located. The inspection, report, and confirmation of completed repairs shall be a condition of the issuance of a final inspection or certificate of occupancy by the local jurisdiction.

(n) This section shall not apply to a common interest development, as defined in Section 4100 of the Civil Code.

(o) The governing body of any city, county, or city and county, may enact ordinances or laws imposing requirements greater than those imposed by this section.

(Amended by Stats. 2025, Ch. 22, Sec. 32. (AB 130) Effective June 30, 2025.)

Excerpt from California Building Code 2025

California Building Code 2025 (Vol 1 & 2) - Chapter 3 Occupancy Classification and Use

310.2 Residential Group R-1

Residential Group R-1 occupancies containing sleeping units where the occupants are primarily transient in nature, including:

- Boarding houses (transient) with more than 10 occupants
- Congregate residences (transient) with more than 10 occupants
- Hotels (transient)
- Motels (transient)
- [HCD 1] Efficiency dwelling units (transient)

310.3 Residential Group R-2

Residential Group R-2 occupancies containing sleeping units or more than two dwelling units where the occupants are primarily permanent in nature, including:

- Apartment houses
    - Large family child care
    - Small family child care
- Congregate residences (nontransient) with more than 16 occupants
- Boarding houses (nontransient)
- Convents
- Dormitories
- Fraternities and sororities
- Monasteries
- Hotels (nontransient)
- Live/work units
- Motels (nontransient)
- Vacation timeshare properties
- [HCD 1] Efficiency dwelling units (transient)

BUILDING & SAFETY

FEE TYPE / DESCRIPTION	FEE	*Remarks*
I. FILING FEE - ALL PERMITS	**$62.50**	*Including revisions and deferred submittals.*
II. BUILDING PERMITS		
Base Permit Fee	$150.00	*for value of improvements up to $3,000*
Building Permit Fee	$2.40	*per $100 value of improvements over $3,000*
Regular Plan Check Fee (includes over-counter building, mechanical, electrical, and plumbing permits)	65%	*of Building, Mechanical, Electrical, and Plumbing Permit Fee*
Pre-approved ADU Plan Check Fee		*50% of Regular Plan Check Fee when utilizing pre-approved ADU plans.*
Plan check revision to plans already plan checked	$250.00	*per hour with a minimum of one hour (Hourly plan check does not include review of major re-design)*
Special Accelerated Plan Check Fee		*Additional 80% of Regular Plan Check Fee*
Plan check revisions to plans already plan checked under accelerated procedure	$375.00	*per hour with a minimum of one hour (Hourly plan check does not include review of major re-design)*
Fourth and subsequent plan check submittal	$250.00	*per hour with a minimum of one hour*
Title 24: Disabled Access	12%	*of Building Permit Fee*
Title 24: Energy Compliance	12%	*of Building Permit Fee*
Fire Plan Check	7%	*of Building Permit Fee*
Community planning fee for General Plan and Zoning Ordinance Maintenance	5%	*of Building Permit Fee*
Sustainable development/green building	6%	*of Building Permit Fee*
Permit extensions:		
1st extension	$250.00	
Each additional extension	$500.00	
Application extensions:		
1st extension	$250.00	
2nd and 3rd extension	$500.00	
Re-Inspections	$250.00	*per hour with minimum of one hour.*
Strong Motion Instrumentation (per State)	$0.13	*per $1,000 value of improvements for residential properties (Or, as set forth by the State of California).*
Strong Motion Instrumentation (per State)	$0.28	*per $1,000 value of improvements for apartments and commercial properties (Or, as set forth by the State of California).*
Building Standards, SB 1473	$4.00	*per $100,000 value of improvements for apartments and commercial properties (or, as set forth by the State of California), with appropriate fractions thereof.*
Temporary Certificate of Occupancy Issuance Fee	$62.50	
Temporary Certificate of Occupancy Preparation Fee	$250.00	*per hour, with a minimum of three hours*
III. SIGN PERMITS		
Base Permit Fee	$150.00	*up to $3,000 value of improvements (signs)*
Sign Permit Fee	$2.40	*per $100 value of improvement over $3,000*
Sign Plan Check Fee	65%	*of Sign Permit fee*

BUILDING & SAFETY

FEE TYPE / DESCRIPTION	FEE	*Remarks*
IV. HOUSE MOVE PERMITS		
House Move	$250.00	*per hour of staff time with a minimum of one hour*
V. ELECTRICAL PERMITS		
Base Permit Fee	$150.00	
Permit Extension	$75.00	
A. New Residential Buildings and Additions	$15.00	*per each 100 square feet*
B. Industrial/Commercial Electrical Permit - Large Projects (above $100,000 Value of Electrical Work) Permit Fee	1%	*of the Value of Electrical Work*
NOTE: At applicant's option, all electrical permit fees may be itemized as follows:		
C. Itemized Fees:		
Service (new or changed)	$11.90	*per each 100 Amps*
Subpanel (new or changed)	$11.90	*per each 100 Amps*
Electrical Meters (new or changed)	$7.20	*each*
Altering/Changing Wiring	$26.10	*each change*
Solar/Photovoltaic Residential Utilizing SolarApp+	$100.00	*per system*
Solar/Photovoltaic Residential (15kW or less)	$200.00	*Includes Plan Check*
Solar/Photovoltaic Residential (over 15 kW)	$250.00	*Plus $15.00 per kW above 15kW. Includes Plan Check*
Solar/Photovoltaic Commercial (50 kW or less)	$750.00	*Includes Plan Check*
Solar/Photovoltaic Commercial (over 50 kW)	$750.00	*Plus $7.00 per kW above 50 kW. Includes Plan Check*
Energy Storage System - Residential up to 50kW Aggregate	$150.00	
Energy Storage System - Residential over 50kW Aggregate	$275.00	
Energy Storage System - Commercial	$500.00	
Branch Circuits	$4.80	*each*
Fixed Appliance Outlets	$11.10	*each*
Device Outlets (receptacle, switch, light, etc.)	$2.70	*each*
Motors	$7.10	*up to 10 horsepower (HP) total*
Each additional HP	$1.90	
Generators	$7.20	*up to 10 kilovolt (KV) total*
Each additional KV	$1.90	
Transformers	$4.80	*up to 10 KV total*
Each additional KV	$1.90	
Signs and Outline Lighting	$26.50	*per KV*
X-ray Capacitors	$26.50	*each*
Temporary Power Pole	$26.50	*per each 100 Amps*
Festoon Lighting	$10.00	*each*
Electric Vehicle Charging Station	$15.90	*each*
PG&E Service Recheck	$11.90	*Per each inspection of existing service for release to PG&E*

BUILDING & SAFETY

FEE TYPE / DESCRIPTION	FEE	*Remarks*
VI. MECHANICAL PERMITS		
Base Permit Fee	$150.00	
Permit Extension	$75.00	
Gas Appliances		
Up to two mechanical appliances	$13.00	*per appliance*
Each additional appliance	$12.00	
Heating - Furnace/AC (Combination Unit, Central Heat, Central AC, or Heat Pumps)		
Up to 100,000 BTU	$39.70	*per unit*
101,000 to 500,000 BTU	$54.00	*per unit*
Over 500,000 BTU	$129.00	*per unit*
Gas Piping Extension/Alteration/Repair	$12.20	
Gas Meter (new or changed)	$13.10	
Each Additional Gas Meter	$9.10	
Gas Pipe Outlets	$5.60	*each*
Gas Pressure Test only	$14.10	*per system*
Seismic Gas Shutoff Valve	$10.00	*each*
NOTE: Gas items may be charged on mechanical or plumbing permits, but not both.		
Hoods		
Residential	$11.80	*each*
Commercial - Type I	$129.00	*each*
Commercial - Type II	$79.70	*each*
Vent, Flue or Chimney	$13.10	*each*
Pre-fabricated Fireplace	$79.70	*each*
Ducts, Fans, Registers, Dampers	$11.90	*each*
Air Handling Equipment (including powerheads)		
up to 10,000 cfm	$26.80	*per unit*
over 10,000 cfm	$39.90	*per unit*
Boilers and Equipment		
up to 100,000 BTU	$39.90	*per unit*
100,000 - 500,000 BTU	$54.00	*per unit*
over 500,000 BTU	$129.00	*per unit*
VII. PLUMBING PERMITS		
Base Permit Fee	$150.00	
Permit Extension	$75.00	
A. New Residential Buildings and Additions	$15.00	*per each 100 S.F.*

BUILDING & SAFETY

FEE TYPE / DESCRIPTION	FEE	*Remarks*
VII. PLUMBING PERMITS, continued		
NOTE: At applicant's option, all electrical permit fees may be itemized as follows:		
B. Itemized Fees:		
Water Heater	$12.20	*each*
Solar Water Heater	$12.20	*each*
Fixtures (including sanitary drainage and piping)	$12.20	*each*
Sanitary Sewer Lateral	$34.00	*each*
Subsoil Storm Drainage Piping	$34.00	*per system*
Removal of Illicit Connections	$12.20	*per system*
Water or Air Pressure Test	$14.10	*per system*
Stand Pipe System	$129.10	*per system*
Water Main, up to 25 Outlets	$24.90	
Each Additional Outlet	$2.70	
Water Meter	$14.40	
Each additional meter	$8.40	
Backflow Preventer	$12.20	*each*
Water Line, up to 25 Outlets	$24.90	
Each additional outlet	$2.70	
Hydronic Water Piping	$24.90	*per system*
Lawn Sprinklers System:		
One or Two Family Dwellings	$39.90	*per system*
All other Occupancies	$105.70	*per system*
Swimming Pool Filtration System	$129.10	*per system*
Inside Rain Leader - per System	$27.40	*per system*
Gas Piping Extension/Alteration/Repair	$12.20	*per system*
Gas Meter (new or changed)	$13.10	
Each additional Gas Meter	$9.10	
Gas Pipe Outlets	$5.60	*each*
Gas Pressure Test Only	$14.10	*per system*
Seismic Gas Shutoff Valve	$10.00	*each*
NOTE: Gas items may be charged on mechanical or plumbing permits, but not both.		
Gray Water System:		
One or Two Family Dwellings	$39.90	*per system*
All other Occupancies	$105.70	*per system*
Nonpotable Rainwater Catchment System:		
One or Two Family Dwellings	$39.90	*per system*
All other Occupancies	$105.70	*per system*

BUILDING & SAFETY

FEE TYPE / DESCRIPTION	FEE	*Remarks*
VIII. SEISMIC GAS SHUT-OFF VALVE GROUP INSTALLATION		
SEISMIC GAS SHUT-OFF VALVE GROUP INSTALLATION	$50	*flat rate per residence. This is a group rate for two or more residences on a block for coordinated inspection*
IX. SOLAR INSTALLATION PERMITS:		
Solar Installation Permits		*Fee covered under electrical, plumbing, mechanical and/or building permit fees*
X. INVESTIGATION FEE:		
Investigation Fee		*Double permit fees for the scope of work performed without a permit and/or inspection, in addition to the regular permit fees.*
XI. CODE COMPLIANCE INSPECTIONS (SPECIAL INSPECTION)		
Business License Inspections (change of use or building vacant more than 6 months)	$250	*per hour of staff time, with minimum of one hour*
XII. CODE VIOLATION INSPECTIONS (VIOLATION OF CITY AND STATE CODES INCLUDING ANTI-BLIGHT ORDINANCE)		
Initial Investigation of a complaint	No Fee	
First Re-inspection of Violations	$250	
Second Re-inspection of Violations	$375	
Third Re-inspection of Violations	$500	
Additional Re-inspections	$625	
Administrative review fee	$250	*per hour of staff time, with minimum of one hour*
XII. OTHER INSPECTIONS		
Weekend Inspection	$250	*per hour, with a minimum of 4 hours*
Evening Inspection	$250	*per hour, with a minimum of 2 hours*
Certified Access Specialist (CASp) Inspection	$250	*per hour, with a minimum of one hour*
XIV. TECHNOLOGY ENHANCEMENT FEE		
TECHNOLOGY ENHANCEMENT FEE	5%	*of Building, Electrical, Mechanical, Plumbing, Fire, and Public Works Permit Fees, and other applications such as ADU Amnesty and E3 programs*
XV. UNDOCUMENTED ACCESSORY DWELLING UNIT AMNESTY PERMIT		
UNDOCUMENTED ACCESSORY DWELLING UNIT AMNESTY PERMIT		*Filing fee also applies*
Amnesty Application Fee	$250	
Initial Inspection Fee	$250	
Amnesty Reinspection Fee	$250	*per hour with minimum of one hour.*
XVI. EXTERIOR ELEVATED ELEMENTS (E3)		
EXTERIOR ELEVATED ELEMENTS (E3)		*Filing fee also applies*
E3 Multi-Family	$375	*per multifamily rental building with E3 and three or more units. Billed every six years at time property owners receive notice of the required periodic inspection.*
E3 Condominium	$750	*per condo building with E3 and three or more units. Billed every nine years at time property owners receive notice of the required periodic inspection.*

BUILDING & SAFETY

FEE TYPE / DESCRIPTION	FEE	*Remarks*
XVII. MISCELLANEOUS		
Duplication Fees		*Amount specified in A.R. 3.8*
Pre-submittal Review/Consultation	$250	*per hour, with a minimum of one hour*
City Staff Review (For items that require review and which are not otherwise explicitly covered in Fee Schedule, such as Alternate Method Applications, Requests for Unreasonable Hardship Exceptions, Requests for Determinations, BORP Submittals, etc)	$250	*per hour, with a minimum of one hour*
Staff time required to follow-up on non-compliance	$250	*per hour, with a minimum of one hour*
Address Assignment	$250	*per hour, with a minimum of one hour*
Inspections for which no fee is specifically indicated	$250	*per hour, with a minimum of one hour*
Processing fee for refunds	Per BMC 7.20.050	*or hourly charges based on time spent, with a minimum of one hour at staff time rate of $250*
Seismic Evaluation Report: Report Review (includes 1 recheck)	$612	
Administrative Services Fee	$250	*For services provided by administrative staff outside of plan check or permitting services charged elsewhere; e.g. processing documents, recording notices, researching records*
Appeal of Building Official Determination	$1,000	*Assumes four hours staff time. Appeals are heard by hearing body as specified in BMC Title 19*

Index for Administrative Record for 1615 Fairview St

1. Letter from Mr. Marowitz (submitted 9-25-2025)
2. Staff Response (10-3-2025) to Letter from Mr. Marowitz (submitted 9-25-2025)Staff
3. RealQuest Report for 1615 Fairview St (3-27-2026)
4. E3 Warning Letter and Proof of Service (9-16-2025)
5. E3 Exemption Declaration Form (signed 8-01-2021)
6. E3 Inspection Certification Form (signed 6-30-2016)
7. E3 Exemption Declaration Form (signed 3-1-2016)
8. Emails Communications between Mr. Marowitz and Building & Safety Staff
9. Email communications between Mr. Marowitz and City Clerk

PERMIT SERVICE CENTER

SEP 25 2025

RECEIVED BY G.B.

To: Mr. Galadriel BURR: Community Services Specialist III

From: Andrew MAROWITZ, OWNER OCCUPANT --~1615 Fairview St. Berkeley CA 94703

Re: Your Warning Letter (Back)Dated September 16th,2025 Postmarked Sept 18th EEE Notice of Violation.

First of all you have omitted several truths and facts. They are as follows:

1) I did not falsely state that the building does not have any EEE components. What I stated in the exemption application form is that the rental units #1, #2, and #3 all/each are on the ground floor and have no EEE components that exist at or below six feet, per the guidelines. Being on the ground floor, there are no railings, no balconies, and no handrails for the rental units, #1,#2, or/and #3. Therefore, they are exempt from any enforcement of the EEE protocols. However, Apartment #4 is located on the second floor, has no balcony, but has railings and a handrail above 6 feet, BUT, that unit is OWNER OCCUPIED, since 2018, and therefore is EXEMPT. Not a rental. No tenants.

Further, the EEE Ordinance was specifically created as an outgrowth because of the balcony collapse of the apartment on Shattuck and Dwight Way, where several friends of the tenant died as a result. City Council created this Ordinance to protect tenants from such misfortune in the future.

In my exemption Form Application, estimated submission date 2020, more than 5 years ago, I stated that my building was exempt, because there are no tenants/ no renters, only me, as OWNER OCCUPANT. The three units on the ground floor (Apartments 1/2/and 3) remain unrented and vacant , and have been vacant and unrented for more than five years .

In the exemption application form, the exemption states that the building is described as " Multi-Unit. Muti-Family. And you stated that Multi-Family the same as Multi-Unit. However, Multi-Unit ,as in my 4plex, is by implied definition, already Multi-Family. So, therefore, Multi-Family is a second separate condition. As such , I, as Owner Occupant is a family,one and only one family, and I use the downstairs rental units for my personal use. Accordingly, I, as a single family, not multi-family, are/am occupying all the units, rendering the building EXEMPT, as stated in the Exemption application form itself.

If you choose to dispute this issue, I will APPEAL, before October 15th, 2025, which will freeze any action on your part until the APPEAL DUE PROCESS REMEDIES have been exhausted, ie Your boss, the Building Director, the Planning Commission, and ultimately, if and as needed, a Superior Court of Law to define the wording of the EXEMPTION APPLICATION FORM. This, in turn,will defer any enforcement of the EEE , AS YOU CHOOSE TO INTERPRET IT, ON HOLD, PERHAPS FOR A YEAR, or you might choose to exempt my property as a a single family unit/ SFR, which I recall checking that box, and if so, which you omitted any reference to or comment , based on the then submitted exemption form, 5 years ago.

You also omitted the fact that, Previously when I rented out the property, I did get the EEE inspection and correction that the City mandates. Why did you omit that relevant component? There is a record/ file of that inspection, estimated submission date of 2017. You did mention it days ago, after I brought to the attention of the Deputy Fire Marshall, Dori Tieu. Also ,the time period for EEE inspections t

renewal period of 3 years (now six years) , I inquired with EEE individual/ City employee , over the phone,and advised him that I stopped renting any units and only I, as OWNER OCCUPANT occupied my building. He advised me of the history of the balcony catastrophe, that the ordinance was to protect tenants/ renters, AND that as long as there were no renters, I should file an exemption form stating that the building was exempt as unrented/ vacant. **That is EXACTLY what I did**, in 2020.. This is certainly relevant, so why did you omit that component? As best as I can remember, I also checked the box for SFR, as Owner Occupant, not renting out #1, #2, or #3.. . So, I would ask, why did you fail to address the SFR check mark, as a basis for exemption? That omission by you seems dishonest and evasive. Apt #1 has been vacant and unrented since 2020, Apt. #2 has been vacant and unrented since 2019, and Apt. #3 has been vacant and unrented since 2017. I repeat #1,#2, and #3 have been vacant and unrented for many years, and I engage in personal use of #1,#2, and #3 , ads Owner- Occupant.

Also, I researched the history of the creation of the balcony bill , legislated by Nancy Skinner and Jerry Hill. Nancy Skinner chose to place the legislation on the building, , not on the owner Occupant, because buildings have no rights, but Owners do have rights. Add to that , Skinner indicated no interest in providing Ower Occupants having rights, stating this position to "PROTECT THE PUBLIC". But ironically, Skinner had no such concerns to protect the public , in 1/2/3 unit buildings, thus this justification is utter hypocrisy, and renders the Owner Occupant having no rights of any sort, arguably in violation of the 5th and 14th Amendments. Owner Occupants, in this instance should have such an exemption,as in no tenants/ renters, and no EEE elements under six feet. Owner Occupied over six feet and one single family=, EXEMPT !!!!!

Conversely, If not to protect tenants safety , why else was EEE created?

Accordingly, the entire building is exempt from EEE protocols, based on no EEE components above 6 feet for the rental units, and #4 is exempt as Owner – Occupied. And you made no effort whatsoever in ascertaining the truth, before attacking me with your letter of violation and mandated warning of compliance. It would seem as if as if you have an agenda of omissions and false records to punish/ harm/ impose large financial burdens/ threats, substantial and intentional infliction of emotional distress/ and liberal interpretation of the law/ the facts / and the truth

2. Again, This issue came to your attention because I brought it to Ms. Dori Tieu attention, as a supporting basis for exemption from the fire extinguisher inspection and fees. You omitted that detail as well.

3. You deliberately omitted the time frame for the inspection period, being six years.You also stated that I checked the box for the building being a residential condo building, In 2020, with housing prices at all time highs, and interest rates at all time lows, I was seriously inquiring a conversion to condos for sale . So, I listed that 3rd optional box checked at that time. BUT, interest rates ratcheted up in 2020, causing the real estate sales market to die, so the possibility of converting to a condo sales program died in 2020 as well..

I am, and I remain the Owner- Occupant, and I will continue to remain so until I die, or sell the building, whichever comes first. . I have elected to not rent any vacant apartments, because I hate being

a landlord in the City of Berkeley. It is a most terrible experience being a landlord. I have no control of my business, and no possession of my units, once rented out. indefinitely. No one in the City of Berkeley wants to talk about that ugly truth/ reality.
Interestingly/ ironically, you omitted any response to my only checked box of my checked box of Single family dwelling/ Owner Occupied. Why did you fail to address that checked box? There are no other occupants, I may have checked the box above "N/A, see below" in conjunction with "SFD", but not the boxes "residential condo building " or that 'EEE do not exist" If those boxes are checked, that is your form/ evidence tampering.

If you disagree with this letter, Please respond in writing. Further, please provide me with 1) a copy of the EEE compliance report/file dated approximately in 2017. 2) Please provide a copy of the exemption form application estimated date in 2020, and in which I marked the exemption box and basis as Owner Occupant / Unrented , **AND my original signature.**
I intend to , after exhausting all administrative remedies, take the entire matter to Court. MY BUILDING IS EXEMPT, AS STATED ABOVE. = Due Process. I am the Owner occupant, ie SFD . There are no tenants /renters. Check with the Rent Board.

I would be OK in showing/ proving to the Planning and Building Commissioner , per Appeal Rules, that all units are vacant and unrented/ occupied by me solely. (and will remain that way indefinitely.) In an effort to resolve this, under the right circumstances, I may be OK proving to an honest and unbiased City Employee , that no one else occupies the building,/ #1,#2, and #3 are vacant and unrented.

I, Andrew Marowitz, swear under penalty of perjury that the foregoing is true and correct. Are you also willing to provide a legal verification of truthfulness under penalty of perjury? Please do so.

Dated: September 20th,2025 Andrew Marowitz OWNER OCCUPANT

1003.5 Appeals. Orders of the Building Official may be appealed as set forth in Chapter 19.44. For purposes of this Code, orders of the Building Official, or, on appeal, of the Commission or City Council, shall be final as set forth in Chapter 19.44.

Except as otherwise provided by ordinance, the appeal shall be filed within thirty days from the date of the service of such order or action of the Building Official, provided, however, that if the building or structure is in such condition as to make it immediately dangerous to the life, limb, property or safety of the public or adjacent property and is ordered vacated and is posted in accordance with Section 1103 of the Berkeley Housing Code, such appeal shall be filed within ten days from the date of service of the notice and order of the Building Official.

B.*Effect of Failure to Appeal.* Failure of any person to file an appeal as provided for herein shall constitute a waiver of the right to an administrative hearing and adjudication of the notice and order or any portion thereof.

C.*Processing of Appeal and Decision.* Upon receipt of any appeal filed pursuant to this section, the Building Official shall present it for hearing to the Commission within forty-five days from

receipt of the appeal. The Commission may continue the hearing for good cause shown, and shall render a decision no later than ten days after the hearing on the appeal is closed.

D.*Scope of Hearing on Appeal.* Only those matters or issues specifically raised by the appellant shall be considered in the hearing of the appeal.

E.*Staying of Order Under Appeal.* Except for vacation orders made pursuant to Section 1103 of the Berkeley Housing Code as adopted by the City, enforcement of any notice and order of the Building Official issued under this Code shall be stayed during the pendency of an appeal therefrom which is properly and timely filed. (Ord. 7407-NS § 1, 2015: Ord. 7367-NS § 3, 2014: Ord. 6475-NS § 11 (part), 1999)

1.To call and examine witnesses on any matter relevant to the issues of the hearing;

2.To introduce documentary and physical evidence;

3.To cross-examine opposing witnesses on any matter relevant to the issues of the hearing;

4.To impeach any witness regardless of which party first called the witness to testify;

5.To rebut the evidence;

6.To be represented by anyone who is lawfully permitted to do so. (Ord. 6475-NS § 11 (part), 1999)

19.44.080Method and form of decision.

The validity of any decision by the City Council under the provisions of this chapter shall not be contested in any action or proceeding unless the same is commenced within thirty days after it becomes final. (Ord. 6475-NS § 11 (part), 1999)

What's Nearby
TITLE
CHAPTER

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E.*Rights of Parties.* Each party shall have these rights, among others:

1.To call and examine witnesses on any matter relevant to the issues of the hearing;

2.To introduce documentary and physical evidence;

3.To cross-examine opposing witnesses on any matter relevant to the issues of the hearing;

4.To impeach any witness regardless of which party first called the witness to testify;

5.To rebut the evidence;

B.*Form and Notice of Decision.* The decision shall be in writing and shall contain findings of fact, a determination of the issues presented, and the requirements to be complied with. A copy of the decision shall be delivered to the appellant personally or sent by certified mail, postage prepaid, return receipt requested.

C.*Effective Date of Decision.* The effective date of decision shall be the earlier of the dates of delivery or mailing pursuant to subsection B of this section, unless the decision itself expressly specifies a later effective date. (Ord. 6475-NS § 11 (part), 1999)

A.Except as otherwise provided by ordinance, decisions of the Commission may be appealed to the City Council by filing a notice of appeal which substantially conforms to Section 19.44.040, with the City Clerk, within ten days of the effective date of the decision. The City Clerk shall

provide the Council with the written appeal or appeals, and shall set the matter for a public hearing before the Council in consultation with the Building Official, and give notice of the time and place of said hearing in the same manner and to the same recipients as for the Housing Advisory Commission hearing.

B.Each hearing shall be open to the public, which shall be given the opportunity to present their views and to be heard in accordance with established procedures.

C.After opening the public hearing on the appeal, the Council may do any one of the following:

1.Continue the public hearing;

2.Remand the matter to the Commission to reconsider the appeal, in which case the Council shall specify which issues the Commission is directed to reconsider.

3.Reverse or affirm wholly or partly, or modify any decision, determination, or requirement of the Commission, and may make decisions or determinations or may impose such conditions as the facts warrant and may grant a variance.

D.The decision of the Council shall be final. The form, notice of and effective date of City Council decisions shall be as set forth in Section 19.44.080B and C. (Ord. 7367-NS § 4, 2014: Ord. 6475-NS § 11 (part), 1999)

The validity of any decision by the City Council under the provisions of this chapter shall not be contested in any action or proceeding unless the same is commenced within thirty days after it becomes final. (Ord. 6475-NS § 11 (part), 1999)

Building & Safety Division
E3 Inspection Program

October 3, 2025

Mr. Andrew Marowitz,

The following is a response to your letter submitted in-person on September 25, 2025, regarding E3 Inspection Program requirements for your property located at 1615 Fairview St, Berkeley.

California Health and Safety Code (HSC), Article 2.2., Section 17973(a), requires that "Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected." These inspections are required regardless of whether they are occupied by either tenants or owners. There are no exemptions for owner-occupied properties or vacant units under Health and Safety Code Section 17973 or Berkeley Municipal Code (BMC) Section 19.40.040. In fact, condominiums that have Exterior Elevated Elements (E3) are also required to be inspected. Condominiums are, for the most part, owner occupied.

In 2016, an E3 Exemption Declaration Form was submitted, signed March 1, 2016, (attached) declaring under penalty of perjury under the laws of the State of California that Inspection Certification requirements do not apply to your property at 1615 Fairview St because:

1. "Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, guardrails, handrails, or similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building."

Subsequently, an E3 Inspection Certification form (attached) was submitted, signed by a licensed professional on June 30, 2016, verifying that your building at 1615 Fairview is 4-unit apartment house with exterior elevated elements subject to the City of Berkeley's E3 Inspection Program. You also confirmed in your letter dated September 25, 2025 that your building is a 4-unit apartment house with exterior elevated elements. A 4-unit apartment house is considered an R-2 occupancy per California Building Code Section 310.

In 2021, an additional E3 Exemption Declaration Form was submitted, signed August 1, 2021, (attached) declaring under penalty of perjury under the laws of the State of California that Inspection Certification requirements do not apply to your property at 1615 Fairview St because:

1. "Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, guardrails, handrails, or similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building"
2. "This building is not an R-1 or R-2 occupancy. It does not have 3 or more dwelling units and is not one of the other building types listed above. (Please note, R-1 and R-2 occupancies as defined in the California Building Code do not correspond to Berkeley's R-1 and R-2 zoning districts.)"
3. You also checked the box indicating the building type to be "Residential Condo Building" and added a notation that the building is a "Multi-Unit Home House".

Your letter received on September 25, 2025, states that Apartment #4 does have exterior elevated elements, but is exempt from E3 Inspection Program requirements because it is owner occupied. As

stated above, there are currently no exemptions for owner-occupied properties under Health and Safety Code (HSC) 17973 or Berkeley Municipal Code (BMC) Section 19.40.040.

To clarify any confusion, the Berkeley Municipal Code Section 25.502.020 S.16. defines single-family dwellings and multi-family dwellings as follows:

- *Single-Family Dwelling* - A building designed for and occupied exclusively by one household, or may provide accommodations for six or fewer employees as "employee housing" pursuant to Healthy and Safety Code Section 17021.5."
- *Multi-Family Dwelling.* - A building, group of buildings, or portion of a building used or designed as three or more dwelling units.

By your own admission and by confirming in our research of property records the property at 1615 Fairview is a 4-unit multi-family dwelling. Whether the units are occupied or not, has no bearing on whether the building is a multi-family dwelling or not. As defined by BMC Section 25.502.020 S.16 the structure at 1615 Fairview is a Multi-Family Dwelling building.

Per Berkeley Municipal Code, the inspection schedule set forth in BMC 19.40.040 shall apply retroactively to the original enactment of the City's Exterior Elevated Elements inspection program on July 14, 2015; cyclical inspections of all buildings subject to E3 Inspection Program requirements shall be completed by March 31, 2022 and every six years thereafter. The E3 Inspection Certification form dated June 30, 2016 placed your property in compliance with the prior E3 inspection cycle, but no E3 Inspection Certification form was received by the March 31, 2022 deadline.

On September 16, 2025 staff issued a Notice of Violation and Warning of Administrative Citation (attached) to notify you that you are in violation of Section 19.40.040 of the Berkeley Municipal Code, which requires owners of buildings with three or more dwelling or sleeping units to hire a licensed or certified professional to inspect the building's exterior elevated elements and verify that the elements are in general safe condition. You were given until October 16, 2025 to comply with the Notice of Violation.

According to California Health and Safety Code (HSC), Article 2.2., Section 17973, paragraph (o) "The governing body of any city, county, or city and county, may enact ordinances or laws imposing requirements greater than those imposed by this section." The City *must* comply with State law and *may* impose more stringent requirements, but *cannot* impose less stringent requirements than dictated by State law. Therefore, your property at 1615 Fairview, which is a 4-unit multi-family dwelling with exterior elevated elements is subject to E3 Inspection Program requirements under Berkeley Municipal Code Section 19.40.040.

Per your request, I have included a copy of your previously submitted Inspection Certification form dated June 30, 2016, as well as copies of your Exemption Declaration forms from 2016 and 2021.

Regards,

Galadriel Burr
Community Services Specialist III
Building & Safety Division
gburr@berkeleyca.gov

Property Detail Report

For Property Located At :
1615 FAIRVIEW ST, BERKELEY, CA 94703-2363

CoreLogic RealQuest

Owner Information

Owner Name:	**MAROWITZ ANDREW**
Mailing Address:	**1615 FAIRVIEW ST, BERKELEY CA 94703-2363 C010**
Vesting Codes:	SM / /

Location Information

Legal Description:	**LOT 7**		
County:	ALAMEDA, CA	APN:	052-1543-014
Census Tract / Block:	4240.01 / 3	Alternate APN:	052154301400
Township-Range-Sect:		Subdivision:	HAMON
Legal Book/Page:		Map Reference:	4-A3 /
Legal Lot:	7	Tract #:	
Legal Block:	R	School District:	BERKELEY
Market Area:		School District Name:	BERKELEY
Neighbor Code:		Munic/Township:	BERKELEY INCORP

Owner Transfer Information

Recording/Sale Date:	/	Deed Type:	
Sale Price:		1st Mtg Document #:	
Document #:			

Last Market Sale Information

Recording/Sale Date:	07/18/1994 /	1st Mtg Amount/Type:	/
Sale Price:	$12,400	1st Mtg Int. Rate/Type:	/
Sale Type:	FULL	1st Mtg Document #:	
Document #:	254557	2nd Mtg Amount/Type:	/
Deed Type:	TRUSTEE DEED	2nd Mtg Int. Rate/Type:	/
Transfer Document #:		Price Per SqFt:	$4.24
New Construction:		Multi/Split Sale:	
Title Company:			
Lender:			
Seller Name:	PETRAK JOHN H		

Prior Sale Information

Prior Rec/Sale Date:	04/02/1993 /	Prior Lender:	
Prior Sale Price:	$40,000	Prior 1st Mtg Amt/Type:	/
Prior Doc Number:	103633	Prior 1st Mtg Rate/Type:	/
Prior Deed Type:	TRUSTEE DEED		

Property Characteristics

Gross Area:	2,922	Parking Type:		Construction:	WOOD
Living Area:	2,922	Garage Area:		Heat Type:	
Tot Adj Area:		Garage Capacity:		Exterior wall:	
Above Grade:		Parking Spaces:		Porch Type:	
Total Rooms:	15	Basement Area:		Patio Type:	
Bedrooms:	5	Finish Bsmnt Area:		Pool:	
Bath(F/H):	4 /	Basement Type:		Air Cond:	
Year Built / Eff:	1903 / 1903	Roof Type:		Style:	L-SHAPE
Fireplace:	/	Foundation:		Quality:	AVERAGE
# of Stories:	2	Roof Material:		Condition:	
Other Improvements:					

Site Information

Zoning:		Acres:	0.15	County Use:	RES PROPERTY OF 2,3 OR 4 UNITS (2800)
Lot Area:	6,750	Lot Width/Depth:	x	State Use:	
Land Use:	MULTI FAMILY DWELLING	Res/Comm Units:	4 /	Water Type:	
Site Influence:				Sewer Type:	

Tax Information

Total Value:	$125,970	Assessed Year:	2025	Property Tax:	$8,771.00
Land Value:	$67,184	Improved %:	47%	Tax Area:	13000
Improvement Value:	$58,786	Tax Year:	2025	Tax Exemption:	
Total Taxable Value:	$125,970				

EXTERIOR ELEVATED ELEMENTS (E3)
NOTICE OF VIOLATION
Parcel Number: 052154301400
1615 FAIRVIEW St
Case #: H2021-00330

Planning & Development Department
E3 Inspection Program

September 16, 2025

MAROWITZ ANDREW
1615 FAIRVIEW ST
BERKELEY CA 94703-2363

RE: NOTICE OF VIOLATION AND WARNING OF ADMINISTRATIVE CITATION FOR 1615 FAIRVIEW ST

Dear Property Owner:

It has come to our attention that you submitted an inaccurate E3 Exemption Declaration form indicating your property at 1615 Fairview is not subject to E3 Inspection Program requirements. You falsely stated that your property does not have exterior elevated elements, has fewer than three units, and is a residential condo building. This is to notify you that you are in violation of Section 19.40.040 of Berkeley Municipal Code (BMC). BMC Chapter 19.40 requires owners of buildings with three or more dwelling or sleeping units to hire a licensed or certified professional to inspect the building's exterior elevated elements and verify that the elements are in general safe condition, adequate working order, and do not exhibit signs of deterioration, decay, corrosion or similar damage that could pose a safety concern and there is no evidence of active water intrusion in concealed spaces of the inspected elements. Per BMC 19.40.040, cyclical inspections shall be completed by March 31, 2022 and every six years thereafter.

As of the date of this letter, the City has not received an Inspection Certification form for the current E3 cycle certifying that your building's exterior elevated elements are in a general safe condition and free of deterioration that could pose a safety hazard.

If you do not submit an E3 Inspection Certification form within 30 days of the date of this letter, you will receive an initial administrative citation of $1,000. Additional fines of increasing amounts may be issued subsequently on a monthly basis until you have your property inspected and submit an Inspection Certification form. You have until October 16, 2025 to submit your Inspection Certification form. If you fail to pay citation penalties, the total amount plus any administrative fees will be added to your property tax as a special assessment lien.

For additional information, please visit the City of Berkeley website at https://berkeleyca.gov/doing-business/operating-berkeley/landlords/exterior-elevated-elements-inspection-program-e3

Sincerely,

Galadriel Burr
Community Services Specialist III
Building and Safety Division

1947 Center Street, Berkeley, CA 94704 Tel: 510. 981.7526 TDD: 510.981.7474 Fax: 510. 981.7450
E-mail: e3@berkeleyca.gov – https://berkeleyca.gov/doing-business/operating-berkeley/landlords/exterior-elevated-elements-inspection-program-e3

PROOF OF SERVICE

I, the undersigned, certify that I am employed in the City of Berkeley, County of Alameda, California; that I am over the age of eighteen years and not a party to the within action; that my business address is **1947 Center Street, 3rd Floor**, Berkeley, California 94704. On this date, I served a City of Berkeley Notice of Warning of Administrative Citation for **1615 FAIRVIEW ST** and Compliance with Berkeley Municipal Code 19.40.

MAROWITZ ANDREW
1615 FAIRVIEW ST
BERKELEY CA 94703-2363

by the following means of service:

X By First Class Mail - I am readily familiar with the City's practice for collection and processing of correspondence for mailing. Under that practice, the correspondence is deposited with the U.S. Postal Service on the same day as collected, with first-class postage thereon fully prepaid, in Berkeley, California, for mailing to the office of the addressee following ordinary business practices.

X By Certified Mail, Return Receipt Requested - I am readily familiar with the City's practice for collection and processing of correspondence for mailing. I prepared the notice to be sent by certified mail by the U.S. Postal Service on the same day as collected, with first-class postage thereon fully prepaid, in Berkeley, California, for mailing to the office of the addressee following ordinary business practices.

___ By Posting - I posted the citation in a conspicuous place on the property of the person whose name appears above, specifically:

_____
Description of location where posted

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed on **September 16, 2025** at Berkeley, California.

Galadriel Burr

9589 0710 5270 2163 8254 66

U.S. Postal Service™
CERTIFIED MAIL® RECEIPT
Domestic Mail Only

For delivery information, visit our website at *www.usps.com®*.

OFFICIAL USE

Certified Mail Fee
$

Extra Services & Fees *(check box, add fee as appropriate)*
- ☐ Return Receipt (hardcopy) $ _____
- ☐ Return Receipt (electronic) $ _____
- ☐ Certified Mail Restricted Delivery $ _____
- ☐ Adult Signature Required $ _____
- ☐ Adult Signature Restricted Delivery $ _____

Postage
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Postmark Here

MAROWITZ ANDREW
1615 FAIRVIEW ST
BERKELEY CA 94703-2363

PS Form 3800, January 2023 PSN 7530-02-000-9047 See Reverse for Instructions

052 1543014 00

Planning & Development Department
Building and Safety Division
Housing Code Enforcement

EXTERIOR ELEVATED ELEMENTS INSPECTION PROGRAM
EXEMPTION DECLARATION

RECEIVED
MAR 14 2016
BY:

PERMIT SERVICE CENTER
MAR 04 2016
RECEIVED BY:

Property owners or property managers: Please complete this declaration only if the inspection certification requirements of Section 601.4 of the Berkeley Housing Code do not apply to your property. Submit this declaration online at www.cityofberkeley.info/E3/ or by mail to be removed from the City's inventory of buildings subject to the program.

PROPERTY INFORMATION:

Building Address: 1615 FAIRVIEW ST.

Building Type: (Select one)

- ☐ Apartment House
- ☐ Congregate/Boarding/Dormitory/Fraternity/Sorority
- ☐ Other (Live/work, Tenants in Common, Clubhouse, Convent, Residential Assisted Living Facility, Social Rehabilitation Residential Facility)
- ☐ Residential Condo Building
- ☐ Hotel/Motel
- ☐ N/A (See Below)

REASON FOR EXEMPTION:

Inspection Certification requirements do NOT apply to this building because (select all that apply):

- ☒ Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building.
- ☐ This building is not an R-1 or R-2 occupancy. It does not have 3 or more dwelling units and is not one of the other building types listed above. (Please note, R-1 and R-2 occupancies as defined in the California Building Code do not correspond to Berkeley's R-1 and R-2 zoning districts.)
- ☐ There are more than 2 units on the parcel BUT no more than 2 units in any building.
- ☐ This a Single Family Dwelling (SFD) or Duplex.

PROPERTY OWNER:

Name of Property Owner: ANDREW MAROWITZ
Name of Property Management Company (if applicable): _____
Mailing Address: 6300 SAN PABLO AVE
Phone #: 510-356-6813 E-mail: _____

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

ANDREW MAROWITZ		MARCH 1ST, 2016
Name	Signature	Date

If you have any questions, contact Housing Code Enforcement staff at (510) 981-5444. **Submit completed & signed declarations online at** www.cityofberkeley.info/E3/ **or send to Housing Code Enforcement at 2120 Milvia Street, Berkeley, CA 94704.**

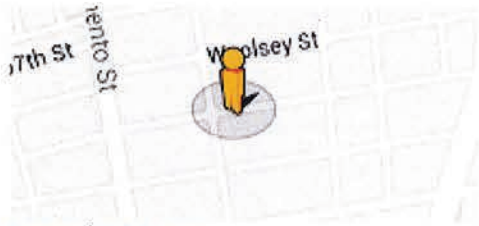
Fairview St



Image capture: Jan 2015 © 2016 Google

Berkeley, California

Street View - Jan 2015



Google Maps

ENTERED

052 1543014 00

Planning & Development Department
Building and Safety Division
Housing Code Enforcement

EXTERIOR ELEVATED ELEMENTS INSPECTION PROGRAM
INSPECTION CERTIFICATION
HOUSING CODE ENFORCEMENT

JUL 05 2016
RECEIVED BY:

This certification must be completed by a licensed professional. Complete the form online at www.cityofberkeley.info/E3/ or complete this hard copy and send it by mail to Housing Code Enforcement at 2120 Milvia Street, Berkeley, CA 94704.

LICENSED PROFESSIONAL INFORMATION:

Type of professional:

- ☒ General Contractor
- ☐ Architect
- ☐ Civil Engineer
- ☒ Structural Engineer
- ☐ Structural Pest Control Operator (for wood-framed elements only)

Name of Licensed Professional: JON CLARK Company: Ironwood Engineering CONST. CO.
Mailing Address: P.O. BOX 7190, BERKELEY, CA. 94707
License #: ~~[illegible]~~ 44427 Phone #: 510-367-9014 E-mail: ironengineering.com

PROPERTY INFORMATION:

Building Address: 1615 FAIRVIEW ST. **Year Built** 1910 **Number of Units** 4
Property Owner Name(s): ANDREW MAROWITZ
Property Owner Email (if available): andrewmarowitz@sbcglobal.net

Building Type: (Select one)

- ☒ Apartment House
- ☐ Congregate/Boarding/Dormitory/Fraternity/Sorority
- ☐ Other (Live/work, Tenants in Common, Clubhouse, Convent, Residential Assisted Living Facility, Social Rehabilitation Residential Facility)
- ☐ Residential Condo Building
- ☐ Hotel/Motel

VERIFICATION BY LICENSED PROFESSIONAL:

☒ Wood-framed or steel-framed exterior elements elevated more than 30 inches above adjacent grade EXIST at the subject building. Check all that apply

Elements:

☐ Balconies/Decks ☒ Stairways/Landings ☒ Guardrails/Handrails ☐ Walkways/Terraces

Materials:

☒ Regular Sawn Lumber ☐ Engineered Lumber ☒ Pressure Treated Wood
☒ Naturally Durable Wood ☐ Steel

At the time of my inspection on June 28th, 2016 6-30-16,
☒ All elevated wood-framed and steel-framed decks, balconies, landings, stairway systems, walkways, terraces, guardrails, handrails, or any parts thereof in weather-exposed areas at the subject building did not exhibit signs of hazardous deterioration, decay, corrosion or similar damage that could pose a safety concern and there was no evidence of active water intrusion in concealed spaces of the inspected elements.

☐ Corrective Work is required. Briefly describe work and locations: _____

If the box is checked indicating that corrective work is required, apply for a permit within 60 days of the date on this form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 90 days of permit issuance. 6-30-16

Signature of Licensed Professional indicated above

June 28th, 2016
Date Signed

If you have any questions, please contact Housing Code Enforcement staff at (510) 981-5444.

Planning & Development Department
Building and Safety Division
Housing Code Enforcement

HOUSING CODE ENFORCEMENT
AUG 10 2021
RECEIVED BY:

EXTERIOR ELEVATED ELEMENTS INSPECTION PROGRAM EXEMPTION DECLARATION

Property owners or property managers: Please complete this declaration only if the inspection certification requirements of Section 601.4 of the Berkeley Housing Code do not apply to your property. Submit this declaration online at www.cityofberkeley.info/E3/ or by mail to be removed from the City's inventory of buildings subject to the program.

PROPERTY INFORMATION:

Building Address: 1615 FAIRVIEW ST. BERKELEY CA 94703

Building Type: (Select one)

- ☐ Apartment House
- ☐ Congregate/Boarding/Dormitory/Fraternity/Sorority
- ☐ Other (Live/work, Tenants in Common, Clubhouse, Convent, Residential Assisted Living Facility, Social Rehabilitation Residential Facility)
- ☒ Residential Condo Building
- ☐ Hotel/Motel
- ☒ N/A (See Below) MULTI-UNIT HOUSE

REASON FOR EXEMPTION:

Inspection Certification requirements do NOT apply to this building because (select all that apply):

- ☒ Wood-framed or steel-framed exterior elements (i.e. exterior balconies, decks, stairs, landings, terraces, walkways, similar appurtenances) elevated more than six feet above adjacent grade DO NOT EXIST at this building.
- ☒ This building is not an R-1 or R-2 occupancy. It does not have 3 or more dwelling units and is not one of the other building types listed above. (Please note, R-1 and R-2 occupancies as defined in the California Building Code do not correspond to Berkeley's R-1 and R-2 zoning districts.)
- ☐ There are more than 2 units on the parcel BUT no more than 2 units in any building.
- ☐ This a Single Family Dwelling (SFD) or Duplex.

PROPERTY OWNER:

Name of Property Owner: ANDREW MAROWITZ
Name of Property Management Company (if applicable): _____
Mailing Address: 1615 FAIRVIEW ST. BERKELEY CA 94703
Phone #: 510-356-6813 E-mail: _____

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

ANDREW MAROWITZ — Name
Signature
AUG 1, 2021 — Date

If you have any questions, contact Housing Code Enforcement staff at (510) 981-5444. **Submit completed & signed declarations online at** www.cityofberkeley.info/E3/ **or send to Housing Code Enforcement at 1947 Center Street, 3rd Floor, Berkeley, CA 94704.**

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, November 14, 2025 1:26 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Request for waiver of penalty payment administrative citation

https://www.theguardian.com/us-news/gallery/2015/jun/17/berkeley-balcony-collapse-california-pictures

This photo was taken by the guardian, as referenced above. If you go to that website and initiate the search as stated aboe, that website will allow you to enlarge/ blow up the photo to double size, thereby clearly showing the distance of the balcony and the exterior wall, as closely estimated by the guy using the tape measure. By my eye, he is measuring 16-18" from the wall, for ALL of the beams, not just a few..

BUT the Getty photo that I provided demonstrates that the balcony floor beams broke off right at the building for four out of seven of those beams. INCREDIBLE !!!

This means that a decision was made to tamper with the beams, by shortening them, and arguing that water penetration and wood rot was the basis for the collapse, not the weight and number of people. Assuming that the distance by the tape measure was 16/18" , that is not quite half of the 48" deep balcony, which is where the sloping angle begins. And the balcony flipped over and was perched upside down on the lower balcony

It also deflects away from the notion that pressure treated lumber was never used and never required, an undeniable flaw of the building code and the building official. BUT, tampering with evidence???? WOW !!!!

This, then, was a full blown cover up by the City and the building dept.

Where are the photos that were taken from the investigation of that balcony? What entity was the investigative team?

Andrew Marowitz 510-356-6813



From: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Sent: Wednesday, November 5, 2025 4:48 PM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: Request for waiver of penalty payment administrative citation

Dear Mr. Marowitz,

If you are cited, you may appeal a citation, and you may submit a Request for Waiver of Penalty Payment Administrative Citation Issued in the City of Berkeley, with accompanying documentation. You have not been issued a citation. Therefore, you do not have a citation to appeal and have no reason to submit a Request for Waiver of Penalty Payment Administrative Citation.

Sincerely,

Jenny McNulty, Resilient Buildings Program Manager

Special Projects / Building & Safety Division

Phone: (510) 981-7451

Email: jmcnulty@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, November 5, 2025 4:32 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Unreasonable hardship exception

Is this an appropriate form and format to request a financial hardship waiver of the unaffordable costs of the EEE compliance mandates? SEE BELOW.

Mr. Klein : I just discovered yet another question that relates to the basis for my Appeal. I asked Mr. Lopez, what is the unreasonable hardship exemption criteria, because I believe that my income level would result in me being eligible.

Mr. Lopez stated that there is no exemption for residential properties, only commercial properties.

What I clearly alluded to is my financial limitations, of which Mr. Lopez should have recognized that was my concern. He should have directed me to this request for waiver of payment. BUT I have not been issued a citation of any sort. Mr. Lopez is not in the business of providing assistance to individuals. He is in the business of imposing his authority and generating revenue for the City. Thank you very much.

I just discovered this financial needs "Request for Waiver of Penalty Payment Administrative Citation Issued in the City of Berkeley"

The person requesting the waiver will, following completion of the review by the processing agency and/or the issuing agency, be mailed the results of the review. Please complete this form and submit it to: City of Berkeley City Manager's Office 2180 Milvia Street Berkeley, CA 94704 Please note that you are making this application under penalty of perjury. Any information omitted may result in the denial of this motion. I hereby request a temporary waiver of the required deposit of penalty and that the City of Berkeley City Manager's Office proceed to schedule the appeal on the listed Administrative Citations for the following reasons:

_____
_____
_____
_____
_____
_____ _____
Date: _____ Total Amount Due: $ _____ Citant's Name:
_____ Telephone: ( ) __ Citation #: _____
_____ _____ _____

_____ _____ Address:

_____

_ Street City State Zip Social Security # _____-_____-_____ CDL

#_____ FINANCIAL INFORMATION: Employer Name:

_____

Employer Address:

_____

Street City State Zip 1. EMPLOYMENT 2. SUPPORTED BY: 3. PERSONS SUPPORTED: _____

Employed _____ Self _____ Self _____ Full Time _____ Spouse _____ Spouse _____ Part Time

_____ Parents _____Children (# of) _____ _____ Unemployed _____ Welfare _____ Other

_____ _____ Student _____ S.S.I. _____ Total _____ _____ Disabled _____

A.F.D.C. _____ Homemaker _____ Unemployment _____ Military _____ Other:

_____ _____ Other : _____ FOR CITY OF BERKELEY CITY MANAGER'S

OFFICE USE ONLY: WAIVER OF PENALTY: [ ] GRANTED [ ] DENIED

_____ Date

_____ 4. Monthly gross income (include income from all earnings of

your household) $ _____ a. Pay Schedule: Weekly Bi-Weekly: Monthly

(Please enter the date for monthly) NOTE: YOU MUST PROVIDE PAY CHECK STUBS FOR ONE

MONTH OR VERIFICATION OF OTHER SOURCE OF INCOME. b. Payroll deductions are (specify

purpose and amount): (1)_____

$_____ (2)_____

$_____ (3)_____

$_____ (4)_____

$_____ (5)_____

$_____ Total Payroll Deductions $_____ c. Net Income

(take home pay) $_____ d. Other money received each month (specify

source and amount): NOTE: MUST PROVIDE OFFICIAL DOCUMENT OF PROOF OF INCOME. (1)

_____ $_____ (2)

_____ $_____ TOTAL

$_____ e. TOTAL MONTHLY INCOME (c+d) $_____ 5.

ASSETS: (Value) MONTHLY EXPENSES: Motor Vehicle(s) $_____

Rent/Mortgage $_____ Home $_____ Utilities

$_____ Property $_____ Loans/Credit Card(s)

$_____ Savings Account (s) $_____ Food/Clothing

$_____ Checking Account(s) $_____ Transportation

$_____ Cash on Hand $_____ Medical/Dental Payments

$_____ All Other $_____ All Other $_____

TOTAL ASSETS $_____ TOTAL EXPENSES $_____ I understand if

I am found liable I will be required to pay the delinquent amount due. I further understand if I fail to resolve this matter I may be subject to one of the following: 1. A trial in civil court with subsequent garnishment of my earnings. 2. A lien placed against my California Franchise Tax return. 3. This claim assigned to a collection agency. Signature:
_____ Date _____

From: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Sent: Wednesday, November 5, 2025 4:12 PM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: Re: Unreasonable hardship exception

Dear Mr. Marowitz,

You have appealed a determination of the Building Official and stated your concerns in your appeal. The next step in the process is the appeal hearing. The Building and Safety Division will provide a report to the Housing Advisory Appeal responding to the points you raised in your appeal, along with your appeal letter and any documents pertaining to the Exterior Elevated Elements case at 1615 Fairview. I will mail these materials to you at least ten days in advance of the hearing. You requested a hearing date in January, rather than an earlier date in November.

Sincerely,

Jenny McNulty, Resilient Buildings Program Manager
Special Projects / Building & Safety Division
Phone: (510) 981-7451
Email: jmcnulty@berkeleyca.gov

From: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Sent: Wednesday, November 5, 2025 3:29 PM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: Unreasonable hardship exception

Dear Mr. Marowitz,

In the Building Code, an unreasonable hardship exception is specific to mandated accessibility upgrades when alterations to a building are proposed under a building permit, and where the cost to comply with accessibility requirements would cost disproportionately to the overall cost of the project. It only applies to non-residential public accommodations and public housing. The miscellaneous fee to review unreasonable hardship exceptions does not apply to the inspection requirement for Exterior Elevated Elements.

Sincerely,

Jenny McNulty

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, November 5, 2025 2:35 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Automatic reply: Scheduling a Hearing for your Appeal

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Ms. Mcnulty:

Last question.

What is the criteria for implementing the Unreasonable Hardship Exception, or more commonly described as the Hardship Waiver, as set forth on the Fee Schedule of July 17th,2025 as set forth by City Council, in Resolution 71, 834 N. S. Chapter XVII, Miscellaneous, on Page 5.?

Andrew Marowitz

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Monday, November 3, 2025 10:44 AM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Automatic reply: Scheduling a Hearing for your Appeal

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Ms. McNulty:

I have submitted several questions and sought information regarding issues of the EEE compliance mandate, and you are considered as the Director of the EEE program.

You indicated that you would be out/ unavailable until this week.

Accordingly, could you please address my questions.

I don't remember how many and exactly which questions I asked, so I will repeat some/all of them.

1) What is the EEE appropriate and proper Appeal fee, factoring into that question is the added priority in the EEE FAQs that the fee should not be so much , so as to deter a person or persons from Appealing?

2) Why was my interest to Appeal forwarded to Mr. Lopez, as Building Official, rather than Galareal Burr forwarding my emails to her Direct Supervisor, who she refused to identify, and then Mr. Jensen,as manager, and then YOU , as Director? All of these people ,apparently were by-passed, and Mr. Lopez intervened, and imposed his unlimited interpretive determination authority to discretionarily to decide that the Appeal Fee shall be $1000, not $250m as referenced in the Fee Schedule Set by City Council on July 17th,2025, where it states " Any fee not explicitly covered by this fee schedule, shall have a fee of $250, from the Fee schedule of resolution # 71, 834 N.S. Chapter XVII Miscellaneous, Page 5.??

3) The creation of the EEE compliance mandates, both Berkeley and Stat eLaw were based on the balcony collapse of 2015. The finger pointing blame was placed on the developer for not caulking and water penetration leading to wood rot.

But, for some absurd reason, NO one, not one person ever considered, publicly, that the primary cause of the balcony collapse was due to OVER LOAD of weight and persons causing extreme stresses on the balcony, a 4' x 8' balcony = 32 square feet. There were at least 13 people on that balcony , six of which died instantly, and 7 critically injured. 13 people , male and female, thin, medium and heavy weights, adds up to 2300 pounds of moving load, (more than a

TON) not a staic load, and for a duration of time of at least 30 minutes. There were party folks inside the apartment who also came onto the balcony to smoke, not wanting smoke inside the apartment. Add another 700 pounds of weight= 3000 pounds at moments, concentrated in a tightly confined space.

I have engaged in substantial research, which states that 13, or more people were packed in like sardines, and created a dangerous condition. I asked Mr. Lopez,as building Official to conduct a load bearing stress calculation. He refused, and sent the email to the Planning Direcotr, who instructed me to stop sending any further emails to Mr. Lopez,and who has refused to address the issue , whatsoever, of the balcony collapse and the over load of people and weight over a longer duration of time.

They refuse to even speak on the topic, dodging all my repeated inquiries of this issue, which is a form of dishonesty by omission.

EEE and state law was based on that balcony collapse. Had it not occurred , there would never have been any EEE laws, rules, or requirements of any sort, much more a laundry list of additional requirements. And the argued basis for the collapse is mis-information and mischaracterization, , arguably a pack of lies.

I believe this is why no one wants to speak on this issue of overload and related stresses. So, NOW there is a laundry list of reulations, and regulations always creates revenues by fees and enforcement penalties for non compliance.

I have recommended that any balcony be treated EXACTLY like an elevator, with posted warning placards limiting weight and number of people, to ??? 4-5 and 800-900 pounds. This would ,effectively solve the problem without the need of EEE inspections, and which generates a large sum of revenue for the City of Berkeley, and places a large financial burden on impacted property owners. Government at its worst.

So, the question is, why is everyone, probably including yourself, knowingly and willfully avoiding addressing this issue, an extremely relevant basis for consideration. It is tantamount to the EEE complaince mandate being based on a fruad by omission of the overload of stresses cusing the collapse. Even if there was some wood rot, if only 4-5 people would have been on that balcony, it would not have collapsed. If the 13 or more people were on that balcony for only a few minutes, the balcony would not have collapsed. According to my research, the space/area necessary to fit a single person requires 2.67 square feet. multiply that by 13 , results in 34.71 square feet, more than 32 square feet, more than the balcony dimensions= SARDINES tightly packed. A Dangerous condition.

Had the building code required pressure treated wood to support those balconies, even if there was water penetration, there would never have been wood rot.

So, for the record, I ask you, why is EVERYONE ducking the question and issue of the primary reason for the collapse was due to OVER LOAD stresses of 13 pr more people over an extended time period. If you duck the question, why are you ducking/ avoiding the question?

4) Given that I am required to have my Appeal to be adjudicated by the Housing Advisory Comittee, what is the process of moving for disqualification of one (or more) of a person who is a committee member?

I want to move to disqualify Ms. Leah-Simon Weisberg, FOR CAUSE, for being such an extremely BIASED and radical tenant advocate for decades. There is no way in ther world she can be FAIR AND IMPARTIAL trier of fact, and would influence the thinking and decision making of the other volunteers, padding their resume, many of which have zero direct knowledge of buildings and building codes,etc, being employed as tech oriented individuals.

PLEASE RESPOND, as you stated you would.

Very Truly Yours, Andrew Marowitz

From: Klein, Jordan
Sent: Sunday, November 2, 2025 9:38 AM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: RE: I just reviewed the Housing Advisory Committee volunteers. , and at least one is seriously BIASED

>> I respectfully demand that she step away from my Appeal, before ANYTHING relating to my Appeal begins.

You can address your demand to the Housing Advisory Commission at hac@berkeleyca.gov or to City Council at council@berkeleyca.gov.

>> AND I ask you AGAIN, what is the proper Appeal fee, such that it is not construed as a deterrent of initiating an Appeal.. I am of the belief and opinion that $250, at most, should be the proper amount for an Appeal FEE

As we have conveyed to you repeatedly, the appeal fee is set in our Council-adopted fee schedule. There is no hardship provision for a reduction of the fee. Any reduction of the fee would require action by City Council, which staff will not pursue in this case. You may send a request for a fee waiver or reduction directly to City Council.

Jordan Klein

Director, Department of Planning & Development

City of Berkeley

Phone: (510) 774-1337

jklein@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Saturday, November 1, 2025 3:49 PM
To: Klein, Jordan <JKlein@berkeleyca.gov>
Subject: I just reviewed the Housing Advisory Committee volunteers. , and at least one is seriously BIASED

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Klein, for the record, I respectfully demand that Ms. Leah Simon Weisberg recuse herself from my Appeal, as SERIOUSLY BIASED as a totally TENANT favoring Volunteer.

It would be IMPOSSIBLE for her to be FAIR AND IMPARTIAL at my Appeal. She MUST RECUSE HERSELF. I have here entire resume in front of me. SHE IS TOXIC TO RENTAL HOUSING PROVIDERS. SHE WILL UNDOUBTEDLY INFLUENCE AND STEER ALL OF THE COMMISSIONERS TO BE BIASED, .

AND THAT IS IF THEY ARE NOT ALSO BIASED THEMSELVES.

As you know, I have repeatedly asked you whether the Housing Advisory Committee will be FAIR AND IMPARTIAL. And you have repeatedly avoided responding to that question, which screams

LOUDLY, that the Housing Advisory Committtee, all volunteers, most having little to no experience or direct knowledge in EEE compliance mandates, or hands on housing repairs and the like, and "appointed " by the respective City Council Person of that specific District.

I could raise some SERIOUS concerns of Mr. Bartlett's appointee, but I will reserve that concern until I ask him of his qualifications and ability to be FAIR AND IMPARTIAL, his degrees that he acquired in prison, etc

But, Ms. Weisberg is so EXTREME , that any person in my capacity, reviewing her resume, would think exactly the same as me. SHE IS A RADICAL TENANT ADVOCATE, in every sense of her resume.

AGAIN< this is for the record, and I respectfully demand that she step away from my Appeal, before ANYTHING relating to my Appeal begins.

AND I ask you AGAIN, what is the proper Appeal fee, such that it is not construed as a deterrent of initiating an Appeal.. I am of the belief and opinion that $250, at most, should be the proper amount for an Appeal FEE

As Planning Director, PLEASE RESPOND . This is certainly a reasonable question, and deserves to be answered, if you, yourself, are not totally BIASED.

Andrew Marowitz

Andrew Marowitz 510-356-6813

From: Klein, Jordan
Sent: Friday, October 31, 2025 1:00 PM
To: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Subject: RE: Request for information regarding the 2015 balcony collapse tragedy

Mr. Lopez has correctly advised you that based on codified regulations, a hardship waiver does not apply to your case.

Jordan Klein

Director, Department of Planning & Development

City of Berkeley

Phone: (510) 774-1337

jklein@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 31, 2025 10:42 AM
To: Klein, Jordan <JKlein@berkeleyca.gov>
Subject: Re: Request for information regarding the 2015 balcony collapse tragedy

Mr. Klein : I just discovered yet another question that relates to the basis for my Appeal. I asked Mr. Lopez, what is the unreasonable hardship exemption criteria, because I believe that my income level would result in me being eligible.

Mr. Lopez stated that there is no exemption for residential properties, only commercial properties.

What I clearly alluded to is my financial limitations, of which Mr. Lopez should have recognized that was my concern. He should have directed me to this request for waiver of payment. BUT I have not been issued a citation of any sort. Mr. Lopez is not in the business of providing assistance to individuals. He is in the business of imposing his authority and generating revenue for the City. Thank you very much.

I just discovered this financial needs "Request for Waiver of Penalty Payment Administrative Citation Issued in the City of Berkeley"

The person requesting the waiver will, following completion of the review by the processing agency and/or the issuing agency, be mailed the results of the review. Please complete this form and submit it to: City of Berkeley City Manager's Office 2180 Milvia Street Berkeley, CA 94704 Please note that you are making this application under penalty of perjury. Any information omitted may result in the denial of this motion. I hereby request a temporary waiver of the required deposit of penalty and that the City of Berkeley City Manager's Office proceed to schedule the appeal on the listed Administrative Citations for the following reasons:

_____
_____
_____
_____
_____
_____ _____
Date: _____ Total Amount Due: $ _____ Citant's Name:
_____ Telephone: ( ) __ Citation #: _____
_____ _____ _____
_____ _____ Address:
_____
_ Street City State Zip Social Security # _____-_____-_____ CDL
#_____ FINANCIAL INFORMATION: Employer Name:
_____
Employer Address:
_____
Street City State Zip 1. EMPLOYMENT 2. SUPPORTED BY: 3. PERSONS SUPPORTED: _____
Employed _____ Self _____ Self _____ Full Time _____ Spouse _____ Spouse _____ Part Time
_____ Parents _____Children (# of) _____ _____ Unemployed _____ Welfare _____ Other
_____ _____ Student _____ S.S.I. _____ Total _____ _____ Disabled _____
A.F.D.C. _____ Homemaker _____ Unemployment _____ Military _____ Other:
_____ _____ Other : _____ FOR CITY OF BERKELEY CITY MANAGER'S
OFFICE USE ONLY: WAIVER OF PENALTY: [ ] GRANTED [ ] DENIED
_____ Date
_____ 4. Monthly gross income (include income from all earnings of

your household) $ _____ a. Pay Schedule: Weekly Bi-Weekly: Monthly (Please enter the date for monthly) NOTE: YOU MUST PROVIDE PAY CHECK STUBS FOR ONE MONTH OR VERIFICATION OF OTHER SOURCE OF INCOME. b. Payroll deductions are (specify purpose and amount): (1)_____
$_____ (2)_____
$_____ (3)_____
$_____ (4)_____
$_____ (5)_____
$_____ Total Payroll Deductions $_____ c. Net Income (take home pay) $_____ d. Other money received each month (specify source and amount): NOTE: MUST PROVIDE OFFICIAL DOCUMENT OF PROOF OF INCOME. (1)
_____ $_____ (2)
_____ $_____ TOTAL
$_____ e. TOTAL MONTHLY INCOME (c+d) $_____ 5. ASSETS: (Value) MONTHLY EXPENSES: Motor Vehicle(s) $_____
Rent/Mortgage $_____ Home $_____ Utilities
$_____ Property $_____ Loans/Credit Card(s)
$_____ Savings Account (s) $_____ Food/Clothing
$_____ Checking Account(s) $_____ Transportation
$_____ Cash on Hand $_____ Medical/Dental Payments
$_____ All Other $_____ All Other $_____
TOTAL ASSETS $_____ TOTAL EXPENSES $_____ I understand if I am found liable I will be required to pay the delinquent amount due. I further understand if I fail to resolve this matter I may be subject to one of the following: 1. A trial in civil court with subsequent garnishment of my earnings. 2. A lien placed against my California Franchise Tax return. 3. This claim assigned to a collection agency. Signature:
_____ Date _____

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 31, 2025 10:01 AM
To: Klein, Jordan <JKlein@berkeleyca.gov>
Subject: Re: Request for information regarding the 2015 balcony collapse tragedy

Mr. Klein:

1) according to the guidelines for EEE Appeals, the Planning Commission is the proper Appeal hearing official. I specifically read that.

2) according the the guidelines for the Housing Advisory Hearing Appeals, their specific responsibility for hearing Appeals is for BUILDING VIOLATIONS, NOT EEE Appeals. I am not Appealing a building code violation, nor am I being subjected to a building code violation, but the EEE inspection mandate. If I'm correct, the proper and correct trier of Appeals is the Planning Commission, not the Housing Advisory Committee.

I feel like I'm being bullied by authorities interpreting rules any way they choose.

Please review the EEE Appeals processes for the reference of Appeals to the Planning Commission. Perhaps you can email the specific rules that reference wither and / or both.

And why do you continue to refuse to address ANY of my other reasonable inquiries for information and /or questions that I seek responses to ? Are my questions and requests unreasonable?

Andrew Marowitz 510-356-6813

On Friday, October 31, 2025 at 09:48:05 AM PDT, Klein, Jordan <jklein@berkeleyca.gov> wrote:

Mr. Marowitz:

You submitted an appeal of a determination of the Building Official. Per the Berkeley Municipal Code chapter 19.44, the Housing Advisory Commission and not the Planning Commission is responsible for hearing and making a determination regarding this appeal. Jenny McNulty, working under my overall direction, is responsible for coordinating with you to schedule the appeal hearing.

Jordan

Jordan Klein

Director, Department of Planning & Development

City of Berkeley

Phone: (510) 774-1337

jklein@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 31, 2025 9:31 AM
To: Klein, Jordan <JKlein@berkeleyca.gov>
Subject: Re: Request for information regarding the 2015 balcony collapse tragedy

Mr. Klein:

A few days ago, you emailed me for the express purpose of scheduling my Appeal, presumably with the Berkeley Planning Commission, per the rules of Appeal for EEE.

Then, for some reason, the following day, Ms. McNulty emails me for the exact same purpose, and wants to schedule an Appeal ASAP, but with the Housing Advisory Committee, which is NOT the Planning Commission. Further, the Appeals that the Housing Advisory Committee, is for Appeals regarding Building Violations, not EEE inspections.

Accordingly, how and why did Ms. McNulty ALSO initiate contact for the purpose of an Appeal, and with the Housing Advisory Committee? This is a duplicated event, and causes confusion, as well as more people involved.

Please address this concern and respond. Thank you for your expected response.

PLEASE DO NOT STAY SILENT ON THIS ISSUE.

Sincerely, Andrew Marowitz 510-356-6813

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 10:59 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Automatic reply: Scheduling a Hearing for your Appeal

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Ms. McNulty:

It just occurred to me that, now Mr. Lopez can argue that 4 individuals have been in contact with me, and which then justifies have 4 staff people for several hours , to justify the $1000 Appeal Fee.

Simply have the Planning Director and the EEE Director initiate a communication, thereby having an exchange , and thereby being a relevant witness.

Ad Mr. Lopez, and Ms. Burr, and Mr. Lopez has 4 individuals .

But, ironically, not one of these four have answered any of my questions that will address any of my bases for Appeal. Silence is the agenda. Don't address any requests for information, and don't respond to any questions he might ask. Don't arm Marowitz with information.

In the interests of justice, I can only hope that I receive said responses and requests for information , in a FAIR AND IMPARTIAL MANNER. .

I will not get angry. I will not get angry.

Sincerely, Andrew Marowitz

On Thursday, October 30, 2025 at 06:11:40 PM PDT, McNulty, Jenny <jmcnulty@berkeleyca.gov> wrote:

Thank you for your email. I am out of the office returning Monday Nov 3 and will respond to your message then.

Best regards,

Jenny McNulty, Resilient Buildings Program Manager
City of Berkeley, Building and Safety Division
1947 Center Street, 3rd floor, Berkeley, CA 94704
Phone:(510) 981-7451
Email: jmcnulty@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 6:23 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Scheduling a Hearing for your Appeal

Ms. McNulty:

I will add that the Appeal Fee check of $1000 has already been debited against my checking account. The fee, in my belief and opinion is obscenely high, and as already stated, was interpreted by Mr. Lopez, as a deterrent to Appealing, and apparently , you are not issuing any comment on this subject matter. I can't afford the $1000 appeal fee, but I needed to Appeal. The EEE system is filled with injustices, and I need for you to know it.

All I am requesting is truth, open and forthcoming. All I want is reasonable and honest responses to my questions.

Please respond.

Andrew Marowitz

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 6:14 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Scheduling a Hearing for your Appeal

Ms. Mcnulty:

Am I not entitled to responses to my questions? If not, why not? If so, then PLEASE respond to my questions, as Director of the EEE program.

Andrew Marowitz

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 6:11 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Scheduling a Hearing for your Appeal

Ms. Mcnulty:

Is it unreasonable that I seek answers and responses? As director, why can't /won't you provide responses to my questions?

You don't know me, and I don't know you. But , I truly think and believe that my questions are not unreasonable and seeks truths.

So, why are you not responding to them? Are we seeking the truth , or doing everything to avoid the truths? I had hoped that you would be FAIR AND IMPARTIAL. Not responding to my questions is suggestive that you are not interested in being informative, FAIR AND IMPARTIAL.. It is becoming a pattern of BIAS and I suggest that you are fully aware of exactly what I am speaking of.

May I request an Appeal by the Planning Commossion, or will you be forcing the Housing Committee down my throat? Who comprises the Housing Committee? Am I allowed to know the individuals on that committee? How are they deemed as FAIR AND IMPARTIAL?

Respectfully, you appear to be on a mission. What is the proper and correct fee for engaging in an Appeal of the EEE compliance mandate? If that is not a FAIR AND REASONABLE question, I truly am unable to grasp why not?

Please respond to each of my questions, if you are about fairness and impartiality. Is there something improper about my questions?

Very Truly Yours, Andrew Marowitz 510-356-6813

On Thursday, October 30, 2025 at 03:09:09 PM PDT, McNulty, Jenny <jmcnulty@berkeleyca.gov> wrote:

Dear Mr. Marowitz,

Thank you for your response. Based on your preference, we will schedule your hearing at the January HAC meeting. I will be in touch with the meeting date and materials as we get closer.

Sincerely,

Jenny McNulty

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 30, 2025 1:22 PM
To: McNulty, Jenny <JMcNulty@berkeleyca.gov>
Subject: Re: Scheduling a Hearing for your Appeal

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Ms. Mcnulty:

First, it was my understanding from the rules of Appeals, that the body that hears Appeeals is the Berkeley Planning Commission. There was no mention of the Housing Advisory Committee.

Seondly, for some reason, the processing of my property , based on Galadriel Burr, and her steps taken for Appeal was to forward my emails to her Supervisor, of which there was apparently a direct supervisor, followed by Mr. Jensen ,as EEE manager, followed by you, as the EEE director, aside from your title as Resilient Building Program Manager, yet , somehow, for some reason, my emails and my intended Appeal was forwarded by someone to Mr. David Lopez, Building Official. Respectfully, I would like to find out exactrly how and why this bypassing of all of these intermediate supervisory personell occurred.

To me, this is very important, as I am inclined to believe that I was deprived of Procedural Due Process, by bypassing each of these intermediate Supervisory Personell, and going directly to Mr. Lopez.

Thirdly, I would like to know what the proper and correct Appeal Fee has been defined to be by City Council, as the $1000 Appeal Fee that Mr. Lopez arbitrarily decided is and was a deterrent

from Appealing , which I believe that Mr. Lopez intended, in order to motivate me to falling in line with compliance of the EEE compliance mandate.

As to allowing me an option of Early November or Early January, I believe I would prefer an early January date, which provides me with an opportunity to more thoroughly prepare my Appeal , to make inquiries with each party above Ms. Burr, and below Mr. Lopez, to find out exactly what and why Mr. Lopez involved himself.

Additionally, I wish to ask you,as City of Berkeley EEE director, regardless of your official title, if you are certain that City employees, staff, any Appeal conducted , can be conducted with TRUE FAIRNESS AND IMPARTIALITY. I am inclined to believe that any and every City of Berkeley employee has undeniable loyalty and allegiance to all other City of Berkeley employees, supervisors, as well as City of Berkeley protocols, policies, as well as protecting the City of Berkeley interests , no matter what, that each City employee will communicate with any and all supervisory personell, to decide on a course of decision making and action thatr will almost certainly protect and benefit the City of Berkeley and its staff.

"The City of Berkeley Housing Advisory Commission is a board that **advises the City Council on housing issues**, reviews and makes recommendations on housing programs, and hears appeals related to code violations. It advises on the allocation of funds for affordable housing, such as the Housing Trust Fund, and handles appeals from tenants and **property owners regarding building code violations**. The commission also reviews programs funded by grants like the Community Development Block Grant (CDBG) and makes recommendations for policies that promote social justice and address inequities in housing."

Google Search

I just pulled the above summary of the Housing Advisory Committee above.

Respectfully, Ms. Mcnulty, as of this moment , I question whether I have any official building code violations, as opposed to EEE compliance violation. Again, the entire intermediate supervisory personell was bypassed and forwarded to Mr. Lopez. WHY?

I also have not so respectfully demanded that I should be entitled to apply to the protocols, abd benefits and rights associated with the Rental Housing **Safety** Program, including the benefit of self certification, which therefrom relieves the City of Berkeley from potential financial liability if

a tenant is, somehow injured, the right to assert Owner Occupancy Exemption for his/her residential unit, and though I have a very obvious back -up. any vacant rental unit is also treated as exempt. The RHSP is a kinder, more liberal, more considerate set of protocols, while the EEE compliance mandates are EXTREMELY OVER_REACHING, creates victims out of any and every impacted stakeholder/ property owner, has no regard for that property owner in terms of financial burden.

Yet, Mr. Lopez refuses to recognize the RHSP in any way. I believe this is due, in part, to Mr' Lopez' authoritative ego, his undeniabe BIAS, and also, in part, because the EEE compliance mandate generates a ton of City of Berkeley revenue, based on the thousands of buildings that are subject to the EEE mandate, which the various employees , including Mr. Lopez , NEVER makes reference to.

Prior to this set of events, I had submitted a RHSP exemption form, which stated that 1) Apartment #4 is occupied by me, as sole Occupant / Owner Occupant, and therefore EXEMPT; 2) Because the City of Berkeley and the Rent Board neverendingly victimizes landlords, from which I absolutely hate being a landlord in the City of Berkeley, I have decided to keep my rental units vacant, which renders these units as EXEMPT, though they have no EEE components over 6 feet/ no components at all. And 3) I LOVE the right/ benefit/ privilege of self certification. I have been a remodeler for 35 years, and truly am competent, so self certification is perfect for my needs and interests, and causes the City of Berkeley relief from liability.

These EXEMPTIONS have been in place since 2020, and I have enjoyed the opportunity from being left alone and in peace from the oppressive authority of the City of Berkeley. I LOVE IT!!!!!!

I have spoken to Angel Sinewen, who wouldn't disagree with my perspective, but, due to the fact that he answers to his boss, Mr. Lopez,

he deferes to Mr. Lopez. The RHSP ,does , in fact make mention of Chapter 19 for the Exterior Elevated Elements guiidelines.

I have proposed to staff of state Assembly person, Jessie Arriguin. ex- Berkeley Mayor, that the Balcony Collapse was tragic, but that NO ONE, NOT ONE PERSON ever questioned the relevant issue of Load Bearing STRESSES on the fateful balcony incident. After substantial research, I have concluded that the balcony collapse was PRIMARILY caused by the OVERLOAD of persons and weight bearing stresses, and that the issue of failure to caulk, and residual water penetration was a secondary contributing factor

I have provided these research details to BOTH Mr. Lopez and to Mr. Jordan Klein, Planning Director, but surprizingly, neither wants to engage in a load bearing calculation to ascertain whether, or not, the stresses placed on that balcony, based on 12 young adults on a 32 square foot balcony was, in fact the primary cause of that fateful, tragic event.

Respectfully, I find such willful conduct as less than honest, less than truthful, less than FAIR AND IMPARTIAL.

In any case, when I spoke to Mr. Arriguin's staff person, she asked ME for my research details, as well as MY proposed solutions that might adjust the State LAW, without completely changing the law.

AND SO, I submitted my research that stated that 12 people, (actually more, as people were coming from the interior to the balcony , adding further weight and load bearing stresses,

AND I recommended that 1) The balconies be treated EXACTLY like an elevator, having posted placards that indicate weight and person limits, ie 4-5 people on the balcony at one time MAXIMUM,= 700- 900 pounds , which I believe would never have caused or resulted in that balcony collapse; that the placard MUST BE POSTED by the Owner or Landlord, and enforced by the City of berkeley,

AND that the inspection requirements , associated with EEE be TEMPORARILY in Suspense, while testing the effectiveness of the

weight and person limit be put into practice for a given amount of time.

I also added that the balcony structural beams be pressure treated lumber, to prevent wood rot, in the event of water penetration, and the connection to the floor joints inside have a designated attachment bolting pattern, for maximum strength.

It is my hope that the State of California will strongly consider adopting these modifications, without trying to change the law.

I would recommend the City of Berkeley modify its protocols, to something similar, and discontinue victimizing owners and landlords constantly reaching into our wallets, and showing some concern for leaving our wallets intact (discretionary money in our wallets = freedom.)

I believe that similar protections be applied to decks. Beyond that, I believe that any and all other EEE imposed compliance guidelines are based on extensions and OVER REACH of the balconies and DECKS. That some individuals collectively decided more and more things that would cover any and every other scenario.

I also believe that the EEE compliance requirements have no regard for the cost burden on owners. If there are noteworthy wood rot issues, or handrail issues or other, the cost can compound to $10,000 or more, not to mention the cost of inspection($800-$1000 for a mere contractor, not an architect or engineer) Most people hate spending money, and most people simply do not have that kind of money.

I certainly don't have sufficient funds. I am a low income senior, in large part, because I will no longer subject myself to being a landlord in the City of Berkeley. It is a most terrible experience, one in which no Berkeley authorities refuse to discuss in a Fair-minded perspective.

My agenda is to wait for interest rates to come back down, when it becomes a new seller market , AND SELL MY PROPERTY. TO BE HONEST, THE CITY OF BERKELEY IS DRIVING PROPERTY OWNERS AND LANDLORDS OUT WITH THEIR EXHORBITANT TAXES, FEES AND PARCEL TAXES EVERY TWO YEARS, MOST OF WHICH PAYS FOR CITY EMPLOYEE PAYCHECKS, BENEFOTS AND PENSIONS.

Can we be honest? Apparently NOT, as Mr. Lopez and Mr. Klein refuse to address the truth, that the Young Party attendents caused their own demise, innocently and recklessly. If they were honest, they would complete a load bearing stress calculation. These young adults

packed themselves in like sardines, and stayed out on that deck. More than 2000 pounds/a ton, not for a few minutes, but for a decent block of time, thereby increasing the stresses, minute by minute. and they were not a static load, but a moving load, adding still more load bearing stresses. Had 12 people been out there for a few minutes, the collapse would likely never occurred.

And so, the EEE people want to mandate that every owner pay large sums of money to inspect, something that the City of Berkeley should do, and be accountable for, but refuse, claiming lack of resources, same ol, same ol dodge ball game, pointing fingers everywhere but to themselves.

The lack of honesty by Mr. Lopez, and Ms. Burr, demonstrate the BIAS and AGENDA, by ALL City STAFF, cooperating with each other, thereby arguably unable to be FAIR AND IMPARTIAL. Simply, the processes and protocols are rigged by BIAS.

But, I AM REQUIRED to avail myself of all Administrative Remedies, BEFORE filing in Court, where there would be a FAIR and IMPARTIAL trier of fact.

Respectfully AND HONESTLY YOURS, Andrew Marowitz 510-356-6813

On Wednesday, October 29, 2025 at 02:31:26 PM PDT, McNulty, Jenny <jmcnulty@berkeleyca.gov> wrote:

Dear Mr. Marowitz,

The Housing Advisory Committee will next meet on Thursday November 6th at 7pm and can conduct a hearing to consider your appeal at that meeting. The meeting will take place at the South Berkeley Senior Center located at 2939 Ellis St in the multipurpose room on the 1st floor. The City of Berkeley typically provides ten days notice to appellants of the date of their hearings. With your consent, we can proceed with eight days notice, so you can be heard as quickly as possible. If not, their next meeting will take place in early January. The date for their January meeting will be set when they meet on Nov 6th. Please email me to confirm your preference: meeting on November 6th or meeting in early January 2026 date TBD. Please email me by tomorrow at 10am if you would like for the appeal to take place on November 6th, as our response documents are due to the hearing body secretary tomorrow if you decide to meet on November 6th.

Sincerely,

Jenny McNulty, Resilient Buildings Program Manager

Special Projects / Building & Safety Division

Phone: (510) 981-7451

Email: jmcnulty@berkeleyca.gov

On Wednesday, October 29, 2025 at 01:54:29 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Klein:

Today, I spoke to the analyst for the Senate Housing and Community Developement, and the Apartement Owner's Assocation, and the Staff person for State Assembly Jessie Arriguin.

No one ever even started a question of load bearing stresses on the structural support for that collapsed balcony. And no one from legislators wants to even consider it now, not really. I am continuing to pursue this, as I think the mandated inspection protocol is truly a " passing the buck" to property owners protocol, regardless of the financial burden scenario. Government seems to always reach into the property owner's wallet time and time, ie parcel taxes, and I have heard that property taxes in Berkeley have increased by 24% in this current year. If so, Is that obscene , of what?

It is part of my Appeal, and I expect that no one in the City of Berkeley government can be FAIR AND IMPARTIAL in hearing my Appeal, which is why I am expecting to Appeal this in Superior , or perhaps, Federal Court, for an Inpartial trier of fact.

I suspect, now that I have begun sharing my information with the Cal Apartment Assoc., they will provide their support.

This subject matter MUST BE CoNSIDERED as the primary basis for that Balcony Collapse. Water Penetration wouedl be a contributing factor.

Had there been 5 or less people, on that balcony, there would never have been a collapse= 875 pounds, 1000 for a 5 overweight people.MAX.

The balcony could have held up with 900 pounds. But 2100 pounds and more if there were interior party attendants coming onto the balcony.....

And you and Mr. Lopez refuse to address this issue , and be honest? C'mon, guy. Be honest. Do a load caluclation. A moving load calc, not a static load calc. Why are you refusing to be honest and truthful?

The City of Berkeley is making a ton of revenue off the EEE mandates. How many buildings are being required to comply?

Andrew Marowitz 510-356-6813

On Monday, October 27, 2025 at 05:22:30 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Klien:

As coincidence as may be, I had to meet someone for a lunch @ 11:30 this morning. What makes this noteworthy is that this individual actually spoke to someone from that Irish group. after the tragic event. She was told by one of the Irish group, that there were actually several others /additional people coming out to the balcony and going back inside. It was a party , inside and outside, and as such at times there were even more individuals out on that balcony., adding load bearing weight, a moving weight, rather than a static weight.

I calculated 2000 pounds for 12 people, but adding even more people would add ???? 700 poumds= 4 more people ????

What is amazing is that this issue was never even considered as the primary source of the collapse. 1/2/3/4/5 people out on the deck would never have caused the collapse, I submit.

This event has caused owners across Berkeley , and now California, to be burdened with the inspection protocols. And for a mere secondary reason, caulking and drain holes. Interestingly, the only changes to the Berkeley building code is inspections, not any changes to the building code as to weight limits, treating it exactly like elevators, or how about requiring that the structural beams for the balcony be required to attach structurally to the floor joists, thereby extending the floor joists beyond the building to the ends of the balcony?

More and more, this begins to appear thagt the City of Berkeley has done little but finger pointing away from themselves, respectfully. Doesn't the City of Berkeley truly want to know the truth? Or prefers to avoid the truth?

Very truly yours, Andrew Marowitz

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Monday, October 27, 2025 4:43 PM
To: Lopez, David
Subject: My timely submitted Appeal and Appeal fee of $1000(obscene)

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

Under the circumstances, I submitted my Appeal and Appeal Fee to the assistant to Mr. Angel Sinewen(sp) , Supervising RHSP inspector, today, October 27th, 2025, at 11:35am.

Apparently, you were not in the office to accept the Appeal and Apeal Fee payment, so I submitted it to said lady, a lady with glasses, [redacted], stating she was the assistant for Angel Sinewen, and who came out to the public area, and took my Appeal and payment, and I could no longer wait for her to return , as I had another appointment at 11:30am and I was late, so I left the third floor. The counter person, refused to accept, and alerted his supervisor(s).

Accordingly, my Appeal and fee payment was timely submitted, per your time deadline of October 28th,2025. I submitted the Appeal on October 27th,2025

I will be waiting for my scheduled Appeal before the Planning Commission.

Thank you for your accountable attention to this matter.

Andrew Marowitz 510-356-6813

*Note, irrelevant and inappropriate content redacted above.

On Monday, October 27, 2025 at 04:31:51 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

M. Klein:

As you mqay know, at exactly 11::15 am, today, October 27th, 2025 I attempted to submit my Appeal AND the Appeal fee of $1000 as interpreted arbitrarily by Mr. Lop[ez, or in the alternative to the front counter person. As it turns out , Mr. Lopez was not present, and the front counter person refused to accept the Appeal and Appeal fee payment. The front counter person then alerted several supervisors to come out and accept the Appeal and payment. I waited at least 5 minutes, and demanded that the front co8unter person hail a supervisor immediately for that task. Apparently, he summoned Angel Sineran (sp). Instead of Mr. Sinewen coming out to the front, a lady describing herself as Mr. Sinewen's assistant came out, and instructed me to wait to see if Mr. Sinewen would accept it. I had repeatedly stated to both the front counter person and the lady, that I could not wait, as I had another obligation appointment at 11:30. I waited , again , five minutes, and no one came out. I had to leave and so I left.

For you to , at 12:30, indicate that I would be submitting my Appeal and payment for Appeal, seems highly irregular. It is as if there is a conspiratorial dance among staff, to decide how a submitted Appeal and payment will or won't be accepted. If Mr. Lopez was not available to accept the Appeal and Payment, someone MUST accept the Appeal and Payment. And , an hour later you state that I will be submitting nmy Appeal and APpeal payment. Respectfully, c'mon, people in this office are dancing eveery which way, playing , who will accept the Appeal, as if, no one wants to accept the Appeal and payment. What are you all afraid of?

As such , I consider the Appeal and payment of Appeal fee served and accepted by the lady, who was about 5' 6" [redacted]*, and wore glasses, and presented herself as Mr. Sinewen's assistant. * Irrelevant and inappropriate content redacted.

As to the issue of the analysis of the load bearing weight of that balcony, that issue is a very logical question, one in which the building department official should readily know. Also , respectfully, one in which the Planning Director should know, as well, I expect.. Now, why would the building official send you the question of load bearing weight calculations, but not provide an update , moment to moment, of the Appeal and $1000 Appeal fee, as interpreted by Mr. Lopez.? Is that honesty, or what? When did you receive his email forwarding the load bearing weight?

Mr. Lopez, in his authority as building official provided that on or before October 28th, I could comply, or Appeal, or I wouold be subjected to a $1000 panalty fee for non-compliance. I attempted to initiate compliance, having two inspectors perform a quick visual inspection, They

respectively stated their inspection fee(s) would hbe $975 and $775. And there might be some elements on the second floor that demonstrated indications of wood rot. I live in the second floor flat, as the sole occupant, and have done so since 2018. As a low income senior, I do not have funds to pay for minimal costs, much more any issues of EEE compliance. I am wanting to claim applicability of RHSP protections and rights, ie, Owner Occupancy exemption, self certification and vacancy rental units as exempt, though they are also exempt, based on haveing no EEE elements over six feet, no elements at all.

In any case, I consider that my Appeal and obscenely high Appeal fee as served and accepted, by and fpor Angel Sinewen. RHSP supervising Housing Inspector. Mr . Sinewen has done NOTHING improper. His boss is David Lopez, and must defer any issues to his boss, Mr. Lopez.

I consider Mr. Lopez, as a bully, being the building nofficial with unlimited interpretation authority, so he says.

My Appeal and it's sub components are bona fide, and arguably violate 14 amednment due process rights, Fairness and Impartiality, among other issues.

Respectfully, Andrew Marowitz 510-356-6813

On Monday, October 27, 2025 at 12:32:12 PM PDT, Klein, Jordan <jklein@berkeleyca.gov> wrote:

Mr. Marowitz:

I have directed David Lopez to stop responding to your messages.

I understand that you plan to submit an appeal of a determination of the Building Official. That will be processed accordingly. If you would like to submit a request for public information, you may do so here: https://cityofberkeleyca.nextrequest.com/

If you have any further questions you can send them to me and I will make sure that they get routed accordingly.

Jordan Klein

Director, Department of Planning & Development

City of Berkeley

Phone: (510) 774-1337

jklein@berkeleyca.gov

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Sunday, October 26, 2025 5:24 PM
To: Lopez, David
Cc: Andrew Marowitz; Bartlett, Ben
Subject: In light of my prsesent circumstances and your intentions..... I HAVE DECIDED TO FILE AN APPEAL

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

Given that you intend to impose a $1000 non compliiance penalty fee on October 29th,2025, after substantial thought and consideration, I am NOW preparing to Appeal, regardlessof your truly obscene Appeal fee of $1000, which is arbitrary and capricious on yur part, as wewll as a undeniable deterrent to my original intentions to Appeal.

Accordingly, I will RE document and Re-Submit my Appeal and , **I will pay the $1000 Appeal fee, though it will cause me to be unable to pay my property taxes in full. I will deliver the $1000 Appeal Fee, UNDER EMPHATIC PROTEST AND OBJECTION ON MONDAY OCTOBER 27TH, 2025, AND HAND IT TO YOU OR THE INDIVIDUAL AT THE FRONT COUNTER 3RD FLOOR, IF YOU AREUNABLE TO RECEIVE IT**

I will now prepare the various basies , in the form of bullet points, to set forth the NUMEROUS issues that you have genrated, in addition to my bases for Appeal as tp the EEE enforement . You shall not mandate how the form of my Appeal should be prepared ,so that you can find fault with it.

1) I am Appealingt based on you ,as building dire3ctor have arrbitrarily decided that the Appeal fee shall be $1000, which is an overwhelming deterrent to anyone submitting an Appeal/. As previously statd by me, I discovered in your City Council Resolution Fee Schedule 71, 834 N.S. , ,dated July 17,2025, on Page 5, Chapter XVII, under miscellanious, " Any Fee NOT Explicitly Covered in THis Fee Schedule, , shall have a Fee of $250. You willfully disregarded that documented component, and arbitrarily stated that the Appeal would take hours and require 4 City employees. However, interestingly, I spoke only to Guilelead Burr AND You. . Yet here you are saying Four people. If Four People will be involved and take numerous hours, then Ms. Burr AND YOU deprived me of Full and Complete Due Process,as addressed by the U.S. Constitution, under the 14th Amendment. However, this specific basis for Appeal will be addressed in detail later on in this Appeal.

2) I also asked you ,regarding 71,834 N.S. ,Page 5 Misscellanious XVII, the guidlines for " UNREASONABLE HARDSHIP EXCEPTION". iI asked you what was the criteria for eligibility, as I I believe that I was financially eligible, being a low income senior citizen.
You responded by stating in your email, that you would need 3-5 days to provide said criteria. If you were immediately aware of the criteria, you would have disclosed it immediately in a few sentences. However, 3-5 days later, you responded by email, that the criteria, whatever it was, was only for Commercial Properties, and not for Residential Properties. Why did you delay that simple response? Of course, as building director, you made it up / created it to deny any opportunity by me, to be eligible for said exceeption. And then you followed up by staating that you would not respond to any further emails. Ironically, you stated that ,simply, you follow the laws that the State and City ZCouncil provided to you. But tha5t was a lie. You fabricated this eleigibility issue, and imposed it on me, to motivate me, along with the $1000 Appeal Fee, to falll in line and beggrudgingly comply with the EEE compliance mandate. You,sir, are abusing your authority, as City Council and the State laws, allow you to make artitrary and capricious determinations and interpretations, ANY WAY YOU WANT, without regard for the impact on the impacted propertyt owner.. As such, you come off as a bully.

3) I am a low income senior, retired,, refuse to rent out my Berkeley property, because the City of Berkeley knowingly victimizes landlords, in so many ways, that being a landlord in the City of Berkeley is a most terrible experience, and no one in the City will even address said topic. Tjhere is a Tenant Protection Ordinance, but no Landlord Protection Ordinance,. There are a expansive mine field of Ordinances that benefit tenants, but there are no ordinances that benefit landlords, AND statutory attorney fees against landlords, if they fail to do, or do in violation , while there are no such statutory attorney fees that protect landlords. There is no equal protection, there is nothing that aids and benefots landlords, so I have refused to rent out my units, and as far as City Council and State laws, mum's the word. Eviction

Moratorium? And then the Vacancy Parcel Tax, if a landlord was victimized. It is obscene and unjust, and no one addresses such injustices. It ought to be a crime, but it isn't.Tenants make up 65% of the voters, and our legislators cater to the majority of voters for re-election, so City Council will never raise a finger in support of landlords. Is that Corrruption?

4) I raised and relied on the issues of the Rental Housing SAFETY Program, for it benefits to landlords, specifically, the Owner Occupoancy Exemption if he resides in a subject unit. I addressed the Owner's right to seld certify his property, based on a cprinted checklist, which includes the same EEE components. However, I spoke to the Supervising Housing Inspector, Andre Sineran (sp), and he states that you are his boss, so whatever you disctate, he will defer to (or you will descipline him) But that is an Abuse of Process, as the RHSP clearly provides an Owner with documented rights and protections, which you clearly refuse to recognize and willfully ignore as an arbitrary and capricious act, on your part, yet another arguable abuse and violation of Due Process.

5) When being addressed by Galadriel Burr, "Community Services Specialist III, When I asked the process of Appeal and the cost of Appeal, she indicated that she would forward my emails to her supervisor. I then asked her the name and title of the supervisor who she forwarded my emails to, and sjhe repeatedly failed / refused to respond. Anmd I am certain you are not her direct supervisor, which means that her supervisor, her manager, and the director of EEE were, somehow bypassed , when I was intending on following through on my intended Appeal. I have heard the names Jenson , as manager, I have not heard the name of her direct supervisor. I have heard the name of the ddirector of EEE as Mcnulty(?) and all of them ,apparently have you as their booss. Accordingly, arguably, I was deprived of Due Process by Ms.. Burr's direct supervisor, , Mr. Jensen , and Ms. Mcnulty/ McNealy? of a name that sounds similar.

So, how and why did my intended Appeal wind up on your desk/ for the building official attention, without any Due Process from these intermediate supervisors, manager, and directir of EEE? Is it becauseonly YOU, as bui;lding official, with unlimited interpretation and determination to decide any way youwant , any fee you might decide on, and decide what is and isn't in the building services component of the City? I submit that the fact that I Ms. Burr, , her direct supervisor, Mr. Jensen as EEE manager, and the Director of EEE all refused to address my concerns, refused to address my rights and protections of RHSP, and refused to provide me with an Appeal fee, all relate to a deprivation of my rights to Due Process, while you arbitrarily and capriciously impose a $1000 Appeal fee, the same fee amount at non compliance penalty fee. . I respectfully believe that you regularly abuse your authority, because the City and State have decided to not create specfic detail of laws, ordinances and regulations, thereby allowing you to interpret any which way you want, and disregard the interests of the property owner , while benefitting the City, especially the revenues genrated by the EEE program.

6) I elect yto Appeal the fact that both the City and the State have arbitrarily chosen to disregard the truth, as it pertains to the tragic balcony collapse that occurred in 2015. The City sttled lawsuits for defective building standards, but no less significant , and perhaps more significant, the City and State never mentioned one word about the fact that the incident/ event occurred because there were at least 12 adults that were on that 4'x8' balcony at one time, a serious overload of load bearing weights, that, either in part ,or in whole, caused the collapse of that balcony . according to the news article , six people died instantly and 6 others were critically injued. The weight of those people were more than 2000 pounds. The load was simply too much that is was major component, of the failure of that balcony. Yet there was not one word of mention of this component. I expect that pointing to this component was too emotionally a n ugly issue, regardless of tsuch truths. So, the City and the news pointed to a lack of caulk, leading to entry of mositure, leading to structure weakness, which was also a component, but not the root cause. I honest;ly believe the root cause was too many people and too much weight. Had there been 1/2/3/4 people on that balcony, on that fateful day, the collapse would never have occurred. Just like elevators, there should be warning signs, stating person and weight limits, but to vthis day, no such warning signs are posted, unlike elevators. This then, is yet another arguable failure that led to the collapse.

And,as building official, you arbitrarily refuse to address this issue, despite my requests that you calculate the load bearing limits of said balcony. Should such a balcony be sufficient to support a lmoving load of 2000 poiunds, or more? Your refuslal to address this issue is yet further irresponsibility and arbitrary discretion of the building official.

If my assessment is correct, then property owners are being unjustly subjected to thousands of dollars of cost burden to comply with EEE mandates,. All the while, the EEE program is raking in millions of dollars of revenue to the general fund, allegedly to pay the cost of operation of the EEE program. But said costs are relatively minimal, but pays the salaries, benefits, and pensions of related city staff, as well as city wide staff general funding. I submit, this is one of dozens, if not hundred or more taxes, fees, and penalties for the City employee funding. . This is especially unjust, if the source reason for the tragic incident was in paart or in whole, the overload issue of that balcony..

It is unjust enrichment by the City to require property owners to pay and pay and pay for something that these well intended young adults unknowingly might have caused.

In fact, I inquired with you, as building official, why the Building Department refuses to engage in performing these same inspections. It would relieve property owners of the cost of hiring an independent 3rd party to inspect. You response was the City doesn't have the manpower to inspect the EEE program. II question if that is the real reason. The Building Department doesn't want to engage in inspectionds, for the potential liability, if the inspection is ,somehow less than effecitve. The building department could 1) spread the workload amongst the RHSP personaell, the biuilding inspectors,

or even hire another inspector, on a temorary basis, to accommodate the workload. Isn't that the truth? The City , time and time agqin, has no problem making the size and cost of government larger and more expensive. Suddenly, on this concern, they cannot add an employee? That sounds pretty far fetched to me, by itself.

You have stated that you rely on State laws, but the truth is that you mix, match, apply to either and both State law and City Ordinances, whichever provides you with full and complete authority , to do and say, whatever you choose, in maximizing your authority and discretion, and , the property owner and the cost burden, be damned. Who cares how much this costs the burdened property? Not the building official, that is for certain. And much of the cost finds its way to City revenues,as prviously stated, another revenue funding tool to pay for city staff, including , but not limited to, City employees having more paid holidays than any other city in the State, also dollar for dollar matching staff retirement funding, and also the benefit of working from home 2-3 days per week. Recently I observed a person , who was working from home, walking the dog 4 times a day, most likely to de-stress, but paid by the employer. Working from home, emloyees rarely pick up the phone when the public calls. calls back at THEIR convenience in 24/48 hours. And there is a ton of abuse, long breaks and lunches, bathroom breaks, cooking and washing, smoking whatever, drinking alcohol, naps, and the potential abuses are limitless.. As a City employee myself, decades ago, as a City employee, just do the job, (4=5 hours a day maximum. Alll paid bgy taxpayers. iIn my opinion the City of Berkeley pampers and spoils City stafff, all paid by ever rising taxes., but that is only an educated opinion. City staff, always say they work long and hard. As ,an ex-City employee, Why do I tend to disbelieve that?

7) If I were allowed to apply certain components of the Rental Housing SAFETY Program, my second floor flat, Apt. #4, as Owner Occupied, would be exempt. If my second flloor flat were exempt, then the entire property would be exempt, as there are no EEE components on the first/ ground floor that exceed the six foot height limits. In fact, the ground floor units #1/#2/ and #3 have no EEE elements at all, being two feet about the soil. Accordingly, Iam Appealing on this basis. If I caused injury to myself as the sole occupant of #4, I couldn't and wouldn't file a lawsuit against myself. Yet the EEE department is adament to mandate that I correct anything on the second floor, of which I am the sole occupant. All the while, the EEE program is gernerating millions of dollars in revenue. How many buildings are subjected to the mandates of the EEE program? Thousands? Fees, building permits, the cost of the 3rd party contractor, architect, engineer. I attempted tto have a 3rd party inspector come and do a visual inspection. For an official inspection, the inspectors charge $800-1000. The building Permit costs , minimum $365, repairs and materials? I refuse to rent out my units, and will never do so, and waiting for interests rates to come down, and sell my property. So, my income is low, and I am a senior with low income? How can I afford these costs? I can't.. And what is depressing is the building official , and apparently, the City of Berkeley doesn't carein the least. What if there are some noteworthy corrections that are required to be addressed? What if the corrections cost $10,000 or more? How could I possibly have the money to pay for such costs? I can't.. Will the building department place a lien on my property? Will they take my property, because I cannot afford to make such exhorbitant corrections? This is also a basis for my Appeal.

8) The rules state that the Appeal Fee is non-refundable. But, what if the Building Official is arbitrarily charging anAppeal Fee that is obscenely too much. ie $260?

I ask that the the Administrative authority, apparently, the Berkeley Planning Commission consider and / or order my Appeal fee refunded/ returned, and state by Ordiinance, that the Appeal Fee shall be specifically and explicitly defined, and a reasonable fee, so that an Appeal is not detered, as the building official has arbitrarily and unilaterally has deicided. I believe that THIS was why the intended Appeal bypassed all of the intermediate staff, and went straight to the building official; because he, and only he has the authority to impose whatever fee he deicides, and he calculates a deterent of any Appeal. The building official should never have been involved until the Appeal was already in process. Accoredingly, the supervisor, or the manager, or the EEE director should have set/decided on the amount of the Appeal fee, not the building Official. I asked Mr. Lopez to recuse himself, and to allow an independent individual , who would not be BIASED, to referee the processes of my Appeal, but ,clearly, Mr. Lopez has refused. He enjoys his power, and his authority to decide any way and anyhow, that he chooses.

I wanted someone else who would be fair and impartial, as that is how the Due Process Rights work. But, Mr. Lopez, as Building Officiial, is anything BUT FAIR AND IMPARTIAL. It is a completely rigged game. Every employee within the building department answers toi him, including the Rental Housing SAFETY program supervising Housing Inspector, and that individual will never diagree with Mr. Lopez, the Building Official. Accordingly, he defers to anything the Building Official decides, every time. THAT..., is NOT FAIR and/OR IMPARTIAL.

I respectfully, inquire, is the Planning Commissiuon FAIR AND IMPARTIAL? Respec5tfully, under Due Process Rights, under the 14th Amendment, I am entited to a Fair and Impartial Hearing/Appeal.. Respectfully, I am unsure if the Planning Commission is/ can be Fair and Impartial?

Accordingly, this is a basis for my Appeal.

9). Does the City / the Planning Commission regulations have a basis for allowing the subject property owner some form of Low Income Senior exception /exemption, that provides avoidancer of the cost budens of this extremely expensive program? Does the XVII Miscellanious provision of "Unreasonable Hardhip Exception " as stated in the Fee Schedule of City Council, under 71, 834 N.S. apply to me, as the subject property owner, especially when factoring in the totolity of

the circumstnances of Apartments #1/#2/and #3 as exempt from EEE as having no EEE components and the owner occupying the 2nd floor #4?

Aside from having to pay property taxes , my recurring expenses are Food and Drink, Fuel, Insurance, Internet, Utilities, , Vehicle Registration, and some etc.....

10) Another arguable issue in this dispute, that is valid, is that I could/ were allowed, I would prefer to convert my 4plex into a single family dwelling, as I treat it currently, using the three vacant units as storage only. But , as alway the government runs the show, and my freedom to do what I wish with my property. But, instead, both the City and the WState refuse to allow me to downsize/ reduce to a single family dwelling, becaiuse of the housing shortage that the State has created, by housing the homeless who flooded California, housing early release jail inmates, because it costs the state too much money to maintain the prison stystem, anmd allowing/ require housing so many illegal immigrnats into the State of California. And so, government has taking control of my housing choices and opportunties. Freedom, or the lack thereof , just the way I pictured it. I I have no say in my property, Only to put my naame on the title , and to pay tax, after tax, after tax. Freedom? Where? Is this a Taking by over-regulation? The Courtshave interpreted , NOT unless such a taking has cause my property and property value to lose 90%. What a disgraceful system We/ I live in.

This is yet another basis formy Appeal, of course. I would very much choose to convert my building into a single family dwelling.

In closing, I just want to be left alone, in peace, in my property, that I live alone in, until I sell, or die, whichever comes first. But, government is simply not ever going to leave me alone. Government is paid and authorized to make people miserable, in particular property owners, with the never ending parcel taxes, Government is the owner of my property, when one strips away all the pretense and get real. Freedom? Where. Local government taxes everything. There is no freedom.There is government authority , control, and a hundred different taxes, or fees, and/ or penalties for not complying with government control and taxation. The majority of people's wallets are constantly near empty/ ie living paycheck to paycheck.As such, life sucks, thanks to government.

This is a basis for Applealing, but no one in government is listening. or cares. Who is watching the watcher? Not the legislators. In my opinion, The legislators never say no to government Government is not the public interest, it is government serving the interests of government, and embedding itself in the public interest.

Respectfully, Andrew Marowitz 510-356-6813

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Saturday, October 25, 2025 12:45 PM
To: Lopez, David <dlopez@berkeleyca.gov>
Subject: Request for information regarding the 2015 balcony collapse tragedy

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez, as building director, I believe that you might know the weight limits of that balcony.

The balcony was 4'x 8' , based on information I received.

There were (at least) 12 peple , males/ females, light , medium, and heavy. 6 peopke died and 6 were critically injured.

The load is reasonably estimated at 160 to 175 per person (at least) (not including clothing) that adds up to 1920-2100 pounds, not a dead load, but a movong load (somewhat)

Are you able and willing to determine the load bearing weight of that balcony? And if you can, will you disclose that estimated bearing load for that balcony?

Why wasn't this issue considered as even a contributing factor?

Or, perhaps the City of Berkeley never wanted that issue to be considered, might place the City in a powerfully compromised position? To this day, that issue has never been addressed? Don't you find that reality unreal? Maybe no one wanted to point the finger at the people on that balcony?

The blame was placed on the owner for alllegedly not caulking?

Could this incident have occurred if only 3 to 4 people were on that deck? 4 people brings a load bearing weight of 700 pounds.

I am truly and seriously curious why the weight issue was never even mentioned.

In any case, as stated ad nauseum, I do not have sufficient financial resources to pay for compliance , and pay property taxes, not to mention, my normal bills, ie food,gas, utilities, insurance, vehicle registration is soon due, garbage, internet,

Is all of this totaly irrelevant to you?

Andrew Marowitz

It seems to me that Every property owner is suffering financial losses forever as a result

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 24, 2025 5:28 PM
To: Lopez, David
Subject: Re: 1615 Fairview St. attempting to comply

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

Re: the second inspector. After conducting the visual inspection, he went back to his office and spoke to his lead guy. The lead guy indicated that the official inspection should take place AFTER I complete the minor repairs, so that the initial official inspection would be the final inspection, which, in turn would save me a decent amount of money.

I will be doing business with these people. But, as it is, there will be a deliberate delay in the official inspection. But the paperwork will not be generated on October 28th.

I expect that you will issue a non compliance penalty fee. But, I have shown good faith effort in compliance. I will undertake the minir repairs which I hope to complete in a week. or so.

Accordingly, I am requesting an extension of time to complete repairs and schedule an official inspection followed by eventual paperwork, which I will deliver, once the processes are complete.

You might consider me for the unreasonable hardship exception, unless you can show that your interpretation of exclusivity of commercial properties , is a rule that is codified.

I really want/ hope to pay my property taxes. As you know, paying one day late for property taxes is a 10% penalty. My taxes are approximated to be about $6500 per year.

Andrew Marowitz

On Friday, October 24, 2025 at 02:25:11 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

I just had the seond contractor/ inspector complete a visual inspection.He is less expensive and found a few items.

He advised that the office manager will prepare the paperwork for the issues, the repairs, and the cost of the inspection. This paperwork is expected to be generated by email , and likely agreed to on Monday, October 28th.

I hope he and I will agree to the cost of inspection, of which I can afford a deposit, AND pay my property taxes, if he/ the company accepts only a deposit/ portion of the cost

Again, I cannot afford all the costs of EEE compliance. And I feel the building director and the City are heartless , when considering affordability and low income property owners. . You couldn't care less, in other words.Again, I reference 71,834 N.S. of unreasonab;le hardship exception, regardless of the made up interpretation you assert that that relates to only commercial buildings, not residential. This falsehood clearly demonstrates the revenues generated by the EEE is a top priority for the building official.

No one is talking about the fact that too many people were on that balcony collapse. That is the primary reason, that the tragedy occurred. I re-read the news article. 6 people died instantly, and 6 others were critically injured, meaning there were at least 12 people on that fateful balcony. They blame in on lack of caulk and water penetration, but the true reason was there were wayyyy too many people on that balcony.. If only 3 people, even with dry rot, there would never have

been a collapse. At least 12 people carries a weight of 2000 pounds, maybe more. Had there been weight/people limits on warning signs, this never would have occurred. But the politicians don't want to deal in that truth, so they keep quiet.

I hope that this inspection company will finaincially work with me. Great Escapes is the company name.

Andrew Marowitz

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 24, 2025 12:16 PM
To: Lopez, David
Subject: Re: 1615 Fairview Ave.

Mr. Lopez:

An inspector just came by and is/ was willing to write a proposal, but before he issues a dollar amount, he would need me to remove various pieces of shiplap and plywood to expose the structural components. He sees some woodrot underneath my porch , and if that bears out, he suggests a possible repair of up to $10,000, which I simply do not have.

As I have already disclosed to you, I can either pay the EEE fees or pay my property taxes, but not both. And certainly not $10,000. His fee is $950 for two elements, the stairs (fully concrete) and the covered porch of my upper flat.

I called several contractors from the BPOA list. I am expecting another inspector to come by sometime today.

What if I cannot afford the cost of inspection, much more the repair? Will you punish for non compliance of $1000 for/ of a low income senior who lives here alone? Clearly, City Council has provided you, in your role, with limitless interpretive determination and discretion.

That is punishing the low income person who can't afford the huge cost of EEE, and making me even more financially deeper in a hole.

Is that the ripple effect of the EEE requirements? To break the backs of limited income seniors?

Your thoughts. if you choose to offer them?

Andrew Marowitz

On Thursday, October 23, 2025 at 12:23:09 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

I just spoke to the Supervising Housing Inspector of the RHSP , and he indicates that **you are his boss**, so he will defer to anything you say. What a dam scandal.

He says this is about safety, but it more about revenue than safety, and you know it. Every building subject to EEE enforcement generates a huge amount of money for the building department and the City of Berkeley. All my mind and spirit are screaming "RIP OFF".

That said, I initiated a search of contractors listed on the EEE department list, and the City doesn't even list those qualified contractors who are licensed for EEE inspection in the City of Berkeley. In other words the Building Dept /EEE is so lazy, they don't even list those contractors who are eligible to inspect. Since you are the GUY, who sets up this program, it is you who refuses to list eligible contractors to call. There is nothing legitimate about this EEE program. The true solution is to require Owners to post a person/ weight limit on any balcony /deck, etc, no differently from every elevator that exists and operates.

Then you make up rules for the Appeal fee , not explicitly listed, and you make up rules that invalidate the unreasonable hardship exemption.

Sir, as building director , you are exercising excessive discretion and interpretation, and hiding the truth, and unjustly forcing property owners to pay a large sum of money, which pays for City employees paychecks/ benefits and pensions,

for a City government that is constantly growing in size and cost, all paid by us taxpayers. This, to me is disgusting and despicable. And suddenly, you refuse to respond as these newly made up rules. This is barely more than a rip-off, hiding behind a safety concern.

I will now endeavor to call dozens of contractors to find out if they are licensed in the City of Berkeley, something that you should have done, and made readily available to us victims of the building departments greed.

What a con job. And you run it all.

I will initiate a compliance of the EEE program farce immediately. I will have a contractor lined up by October 28th, as you require.

What a con job. I bet you think you are honorable. I am a highly educated person and I can see clearly through this scam operation. This EEE program is a scam operation, hiding behind a safety concern, which can and should be accomplished with a weight/ person limit, no differently than any elevator. But, then, the building dept wouldn't generate any revenue, right?

I wish I could sue the city and you in court. You constantly victimize people for revenue. The building dept rakes in the cash for the City of Berkeley. Dam pick pockets.

Depressed, Andrew Marowitz

On Wednesday, October 22, 2025 at 09:03:23 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

In your email on Tuesday, you referenced a line item in the City's fee schedule regarding items that require review and **are not explicitly listed, such as Alternate Method applications**, Requests for Unreasonable Hardship Exceptions, and Requests for Determinations. **Those items are not assigned fixed fees because they are project-specific and billed hourly.** For example, an Alternate Method review may require dozens of staff hours, potentially totaling thousands of dollars. **Unreasonable Hardship Exceptions are specific to accessibility issues in non-residential properties. These items relate to design-based determinations on current proposed construction projects and are not considered appeals.**

Respectfully, how do I know for sure that you didn't just make this stuff up so that you could continue to insist on a Building Official Determination?

PLEASE, SIR, PROVIDE ME THE BASIS FOR YOUR DETERMINATION AND INTERPRETATION. IF YOU CANNOT SUPPORT THESE STATEMENTS WITHOUT DOCUMENTARY SUPPORT, IT MUST BE CONSIDERED THAT YOU ARE MAKING THIS STUFF UP,AS YOU REPEATEDLY ASSERT THAT YOU FOLLOW THE LAWS, NOT MERELY INTERPRET THEM.

IF YOU FAIL OR REFUSE TO RESPOND, AS YOU HAVE STATED THAT YOU WILL NO LONGER RESPOND, I WILL, MOST CERTAINLY REFER THIS TO MY CITY COUNCIL PERSON, TO REQUEST HIS INVOLVEMENT, AND IF ANY INVOLVEMENT REQUIRES SUBSTANTIAL TIME THAT EXCEEDS THE OCTOBER 28TH DEADLINE TO SUBMIT AN APPEAL, I WILL ADVOCATE THAT HE REQUEST/DEMAND THAT YOU EXTEND THAT DEADLINE IN LIGHT OF YOUR BIAS. AS YOU MAY RECALL, I REQUESTED THAT YOU DELEGATE SOMEONE WHO IS NOT BIASED/ NOT PART OF THE EEE DEPARTMENT, AND CLEARLY, YOU HAVE REFUSED TO ALLOW THAT TO OCCUR.

PLEASE BEAR IN MIND, THAT I HAVE REPEATEDLY REQUESTED THAT ANGEL SINEYAN, THE SUPERVISING HOUSING INSPECTOR FOR THE RHSP PROGRAM BE DELEGATED TO STEP IN, SINCE I HAVE REPEATEDLY STATED THAT THE RHSP PROVIDES FOR EVERY EEE COMPONENT FOR SAFETY PURPOSES, WHICH YOU REFUSE TO CONSIDER.

RENTAL HOUSING SAFETY PROGRAM (RHSP) SELF-CERTIFICATION CHECKLIST (Formerly Schedule A)
Website: http://www.berkeleyca.gov (Search: RHSP) Property Address: (Please print legibly and use one form per

address/unit.) Street Address: Unit #: DOOR LOCKS Pass N/A All exterior doors open and close properly, latch and lock and unlock easily. All individual apartment entry doors have working deadbolts and entry knobs with dead locking latches. SMOKE DETECTORS Smoke alarms are installed in each sleeping room, outside of each separate sleeping area in the immediate vicinity of the bedroom(s), and on each occupiable story including basements and habitable attics. All smoke detectors work properly, are less than 10 years old, and the alarm sounds when tested. Hardwired smoke detectors have a functioning battery back-up. CARBON MONOXIDE ALARMS & DETECTORS If the building contains a fossil fuel burning heater, appliance, fireplace or attached garage, carbon monoxide (CO) devices are required to be installed in accordance with local building standards and the manufacturer's installation instructions. See the floor plan in the notes for guidance on location. Operational CO alarms are installed outside of all sleeping areas in the immediate vicinity of each bedroom, in a bedroom where a gas burning appliance is located and on each occupiable level inside the unit including basements and habitable attics. Alarms are current and have not expired per manufacturers date stamp on the unit. HEATING AND WATER HEATERS All heating equipment is operational, in safe working condition and properly maintained. The gas heater is operating normally and is provided with minimum combustion air. For buildings with a thermostat not under the control of the tenants, the temperature setting on the thermostat is set at 68°F minimum. All gas lines are free of leaks and any gaseous odors. (Immediately report gas leaks or gaseous odors to PG&E and owner/manager). All gas lines in the unit have accessible shut-off valves. Water heaters are installed correctly and meet the following requirements: (If the water heaters were installed prior to any of these code requirements, you may check N/A for those line items.) a) Earthquake straps are secured on the bottom ⅓ and the upper ⅓ portions; b) Water heater has a temperature and pressure relief valve. Rigid piping for the TPR valve is installed maintaining a downward slope terminating between 6 and 24 inches above grade; c) A drain pan is installed where damage from a leaking water heater may occur; d) The draft hood to the vent is secured with a minimum of 3 screws and the vent connector slopes upward maintaining a minimum slope of ¼ inch per foot; e) A bond wire is connected between the metal hot and cold water supply lines and gas piping. VENTILATION / WINDOWS Windows open, close and lock easily and can remain open. The windows required for egress in sleeping rooms open completely. If there are security bars on the required emergency egress window, ensure there is an operable quick release mechanism on the inside. All window glass is in good condition, free of damage and properly sealed at the edges. If bathrooms have fixed windows or no windows, verify the mechanical ventilation system is in working order. APPLIANCES All built-in appliances are in good working condition. Gas stoves are free of odors indicating a gas leak and all indicator lights are working on electric stoves. I RHSP Self-Certification Check List (Schedule A)
ELECTRICAL WIRING Pass N/A Accessible electrical outlets, junction boxes and light switches are functional, secure and all have faceplates in good condition. There are no unprotected exposed electrical wires or electrical cables. All receptacles that have been replaced in the kitchen, bathroom, laundry, garage or in exterior weatherexposed locations, are Ground Fault Circuit Interrupter (GFCI) protected outlets. PLUMBING All faucets are in working condition and all handles, valves, diverters are free of leaks and visible damage. Hot and cold water have sufficient flow. All plumbing and sewer piping drain properly and are free of leaks. Toilets are secure in place, in good working condition and free of leaks. FIRE EXTINGUISHER (Building with 3 or more units only) Fire extinguishers are provided within a maximum travel distance of 75 feet. Each extinguisher has been tagged and serviced by a state licensed contractor within the last year. Each fire extinguisher is fully charged, operable and readily available for use. WEATHER PROTECTION Exterior walls, roofs and ceilings are free from leaks. HANDRAIL & GUARDRAIL CONDITION Handrails and guardrails are tightly fastened, sound and in good condition.

INTERIOR STAIRWAY CONDITION Stairways, including treads, risers and landings, are in good condition, adequately fastened, with no damaged, missing or loose structural members.
EXTERIOR ELEVATED DECKS, BALCONIES, STAIRWAYS OR WALKWAYS All elevated wood-framed and steel-framed decks, balconies, landings, stairway systems, walkways, terraces, guardrails, handrails, or any parts thereof in weather-exposed areas at the subject building did not exhibit signs of deterioration, decay, corrosion or similar damage that could pose a safety concern and there was no evidence of active water intrusion in concealed spaces of the inspected elements.

WALKWAYS AND PATHWAYS All exit pathways and stairways are clear of open storage, trash and debris. All electrical fixtures providing lighting and directional signage for the common areas are in working condition. FLOORS & TRIP HAZARDS All floors and floor coverings are free of significant trip hazards due to damage or structural defect. The bathroom floor is finished with a non-absorbent material and is sealed to prevent moisture intrusion. ELECTRICAL PANELS WITH SCREW IN FUSES Are the fuses in the panel box that serve each unit rated at 15 amps or less? For fuse panels with 20 amps or larger fuses, the wiring is sized properly and is capable of handling the load or has been inspected by a licensed electrical contractor. ACKNOWLEDGEMENTS I certify I have inspected the aforementioned unit and the information above is true and correct. I acknowledge I am required to provide a copy of this Self-Certification Checklist to the tenant(s). I certify I was unable to inspect the aforementioned unit because the tenant(s) refused to allow entry. I agree to send a copy of this checklist to RHSP@berkeleyca.gov or RHSP | 1947 Center Street, 3rd Floor | Berkeley, CA 94704. Name of Certifier (Please print): _____ Relationship to Property:

_____ Owner or Manager

Name_____

____ Mailing Address and Phone #:

_____

Signature and Date: _____

AS YOU CAN SEE, I HAVE COPIED AND HIGHLIGHTED IN BOLD BLACK PRINT, THE EXACT SAFETY COMPONENTS AS THE EEE DEPARTMENT REQUIREMENTS.

I WILL BE SENDING THIS LETTER TO MY CITY COUNCIL PERSON AND REQUESTING A MEETING ASAP, TO DEMONSTRATE YOUR EXCESS OF INTERPRETATION, DETERMINATIONAL EXCESS, AND ABUSE OF EXCESS OF YOUR AUTHORITY, RESPECTFULLY, OF COURSE.

IN SHORT, YOU ARE PROVIDED TOO MUCH AUTHORITY TO DETERMINE ANYTHING YOU WANT, ANY WAY YOU WANT.

AGAIN, PLEASE PROVIDE THE BASIS FOR YOUR ASSERTIONS RELATING TO DISREGARD OF THE RHSP PROTOCOLS, THE UNREASONABLE HARDSHIP EXCEPTION, AND THE "NOT EXPLICITLY COVERED FEE OF $250, WHICH CAN BE ADDRESSED BY A SINGLE PERSON, NOT MULTIPLE STAFF PERSONS FOR MULTIPLE HOURS, WHICH IS AN INTERPRETATION THAT I BELIEVE IS COMPLETELY ARBITRARY AND CAPRICIOUS, RESPECTFULLY, OF COURSE.

VERY TRULY YOURS, ANDREW MAROWITZ 510-356-6813 andrewmarowitz@sbcglobal.net dated october 22nd,2025

On Tuesday, October 21, 2025 at 09:39:36 AM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Morning Mr. Marowitz,

As Manager, it is my responsibility to remain impartial and avoid providing preferential treatment to anyone, including yourself. What you are requesting would require me to alter established rules for your individual case, and that is not something I can do. My role is to enforce, to the best of my ability, the regulations adopted by the City and the State laws under my jurisdiction.

While the City and State have granted me the authority to administer and interpret these laws and regulations, you do have the right to appeal any determination I have made. Such an appeal is reviewed by an independent hearing body, which will determine whether my interpretation of the regulations in your specific case is correct.

I previously sent you a detailed email on October 9 outlining your available options. We also met recently to review this same information, during which I provided you with a copy of Resolution 71,834—an item you had asserted did not exist.

In your email on Tuesday, you referenced a line item in the City’s fee schedule regarding items that require review and are not explicitly listed, such as Alternate Method applications, Requests for Unreasonable Hardship Exceptions, and Requests for Determinations. Those items are not assigned fixed fees because they are project-specific and billed hourly. For example, an Alternate Method review may require dozens of staff hours, potentially totaling thousands of dollars. Unreasonable Hardship Exceptions are specific to accessibility issues in non-residential properties. These items relate to design-based determinations on current proposed construction projects and are not considered appeals.

There is, however, a clearly defined and specific fee titled “Appeal of Building Official Determination,” which applies to your case and represents the correct fixed fee for filing an appeal.

At this point, I believe I have provided you with a thorough explanation of both the E3 Program requirements and the appeal process. Additionally, I have granted an extension to allow you time to determine your next steps.

Please let me know which option you intend to pursue.

This will be my final communication on this matter. Continued lengthy or repetitive email exchanges will not be productive, and future correspondence on this subject will not receive a response.

Sincerely,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Please consider the environment before you print

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, October 15, 2025 1:00 PM
To: Lopez, David <dlopez@berkeleyca.gov>
Subject: Re: 1615 Fairview Ave.

Mr. Lopez: given your busy schedule, and my belief thayt you and perhaps everyone in the EEE department is biased to the EEE protocol, including Mr. Jensen who is the supervisor of Ms Burr, and ridiculos fees, can you consider delegating to an outside staff person, who might attempt to research independently thr answer to the hardship exception criteria?

That person wouldn't have a 3-5 day delay, and which could likely result in the two week period expiring.

That would not be fair, and I think you would agree.

Andrew Marowitz

On Wednesday, October 15, 2025 at 12:21:29 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Afternoon Mr. Marowitz,
I appreciate your persistence and the thoroughness of your email communications. Please understand that my schedule is quite full with management responsibilities, and while I will respond as soon as I am able, my replies may take 3 to 5 working days.
Thank you for your patience and understanding.
Best regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

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Please consider the environment before you print

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, October 15, 2025 11:27 AM

To: Lopez, David <dlopez@berkeleyca.gov>
Subject: Re: 1615 Fairview Ave.

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

I know that you are trying to steer me to EEE compliance , and therefore not trying to provide full and open cooperation for my continued attempts to Appeal or other alternatives. But I ask that you cooperate with my attempts and be 100 % forthcoming and honest.

I now have , not one , but TWO avenues for strict EEE compliance, and I formally request you to respond appropriately, not biased.

They are as follows:

1) pursuant to your reliance to your City Resolution 71, 834 N.S. In Chapter XVII, on page 5, under Miscellaneous category of your Resolution there exists TWO apparent and obvious avenues of exception. The first being " Items that require review which are not otherwise explicitly covered in the Fee Schedule indicate a fee of $250.

In citing that /referencing that exception, it effectively eliminates you from engaging in interpretation or determination of a $1000 fee for land use. This EEE Appeal is NOT explicitly covered and therefore FALLS within the parameters of this alternate path and fee of $250.

2) The same exact alternate path of exception provides for a "Unreasonable Hardship Exception" appears to provide an alternate path for Exception or some form of either/ or exemption, or fee waiver in its entirety.

That said, what are the specific guidelines for this Exception? What is/are the criteria that creates and provides for that Exception/exemption?

I do not want to rely on any interpretation(s) that you may elect to exercise or implement. This should be documented and readily available.

If the specific criteria is not a specified as a part of this resolution, then I nwould ask that you delegate/assign this request for specific criteria to someone OTHER THAN YOU, as I see you as 100% biased, even with the 2 week pause, which is still rooted in unwavering insistence of compliance with the standard EEE provisions.

Please respond and do not defer or fail to respond to this request for information that will tend to lead to alternative paths from EEE compliance.
Because time is a important consideration, please respond ASAP.

Thank you, Andrew Marowitz andrewmarowitz@sbcglobal.net

On Tuesday, October 14, 2025 at 05:51:54 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez, ,I refer you to **Chapter XVII on page 5 of the 71,834 N.S**.

"not explicitly described service shall be a fee of $250 (and not allowq you the discretion or interpretation of the $1000 Appeal fee.)

Please respond to this basis for the Appeal.

I included that issue in the follow up email, of which you have not reviewed or responded to.

Andrew Marowitz
On Tuesday, October 14, 2025 at 05:37:34 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Afternoon Mr. Marowitz,

Thank you for stopping by our offices. I believe we had a productive meeting.

As discussed in our meeting, I am writing to summarize our agreement and next steps.

Thank you for describing and confirming the existing E3 components of the building, and for acknowledging that State Law does not allow for owner self-certification or exemptions for owner-occupied units.

I will place a two-week hold on any further actions by the Building and Safety Division regarding potential citations. During this time, you may choose one of the following options:

1. Appeal the Building Officials determination regarding the applicability of the E3 Program to owner-occupied units (as outlined in my email sent Thursday, October 9, 2025, at 4:38 PM).
    - Please note that an appeal requires a $1,000 fee and a written letter containing the information specified in BMC 19.44.040.

2. Submit a completed Exterior Elevated Elements Inspection Program Certification Form.
    - As noted in my October 9 email, you must confirm that a licensed professional—compliant with State Law—has been retained to perform the inspection. This confirmation can be provided by either:
        - A copy of your signed contract with the licensed professional, or
        - An email thread with the professional confirming the scheduled inspection date.

As we concluded our meeting, you mentioned that you would most likely retain the services of a contractor to perform the inspection and provide the required certification. Whichever option you decide, please confirm your intended course of action within the two-week hold period.

Sincerely,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Tuesday, October 14, 2025 3:21 PM
To: Lopez, David
Subject: Re: 1615 Fairview

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Mr. Lopez:

if you look at
Chapter XVII,page 5 Miscelaneous you will see a detail which states
"For items that require review and which are not otherwise explicitly coveredin Fee Schedule, such as Altrnate method applications, Requests for Unreasonable Hardship Exceptions, Requests for Determinations ,etc." has/have a Fee of $250.

I submit that the Appeal is exctly a fit for this Appeal.

The Appeal is not explicitly addressed, not to mention hardship exceptions.

This is not an interpretation, by you as you have liberally exercised as Appeal of a land use hearing Appeal, It is not explicitly covered.

Andrew Marowitz

On Wednesday, October 8, 2025 at 03:27:53 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Afternoon Mr. Marowitz,

I want to inform you that Ms. Burr has forwarded me all your communications. I will be responding to you in the next several days.

I know you are being insistent for a response but rest assured I will respond. Please discontinue sending emails to Ms. Burr.

Regards,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Tuesday, October 14, 2025 12:22 PM
To: Lopez, David
Subject: Re: E3 requirements for 1615 Fairview St.

Mr. Lopez:

It occurs to me,.and I will document for the record that
1) You stated that I admittred to EEE needs. I asked that you provide that email, and you refused (silently)
2) You stated that in my emails, I provided photographs of the EEE issues. I asked that you provide the email with the photos, and you refused to provide that email (silently).
3) You stated ,falsely that RHSP deals only with habitsability, when ,in fact the Rental Housing SAFETY program provides certification by Owner for SAFETY, including but not limited to vEEE and handrails, etc.

It is perfectly clear to me that you are staging your responses to slant any Appeal I submit.
4) You cited City of Berkeley rule 71,834 N.S. to impose a $1000 Appeal fee. And here, again, there is no such rule, and that you deliberately misled me, in your coercion to force me to pay $1000 for an Appeal Fee for a NON LAND USE APPEAL.

Clearly, you are BIASED and should be held strictly accountable for your unconscionable bad conduct.. You speak of respect, but, you have communicated cordially, but with lies, with fact manipulation, with misrepresentation, and if that is not disrespect and thuggery, I do not know the meaning of disrespect and deliberate misrepresentation. You should be apologetic and regretful of your contemptible conduct.

I will forward this to City Council, and you should be recused for providing false responses repeatedly

On Tuesday, October 14, 2025 at 09:20:46 AM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Morning Mr. Marowitz,

You would submit the appeal letter at our office

1947 Center Street, 3rd Floor

Berkeley, CA 94704

The appeal fee per City Council approved resolution 71,834 N.S. is $1000.00.

The code reference you provide is correct. The catalyst code section is in BMC 19.28.010 section 113.1 which then refers you to BMC 19.44.020 of which body will hear the appeal and then under the same BMC title is what is requried in an appeal letter BMC 19.44.040. A letter from you that has all the information you listed below is adequate.

When you arrive please let the welcome station person know your name and that I am expecting you. I am not available from 10 to noon.

Regards,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Please consider the environment before you print

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Friday, October 10, 2025 8:05 PM
To: Lopez, David <dlopez@berkeleyca.gov>
Subject: Re: E3 requirements for 1615 Fairview St.

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

As of NOW, I have completed preparation of the form for Appeal, specifically, the REQUEST FOR HEARING ON ADMINISTRATIVE CITATION.

IT INDICATES THAT I MUST PAY THE APPEAL FEE IN ADVANCE, BUT THUS FAR, I DO NOT KNOW HOW MUCH THAT FEE IS, SINCE YOU NOR MS. BURR HAVE DISCLOSED THAT INFORMATION.

AGAIN, WHAT IS THE SPECIFIC AMOUNT OF MONEY FOR THE APPEAL HEARING, SO THAT I CAN INCLUDE A CHECK FOR THAT AMOUNT?

I WILL BE HAND DELIVERING THE HEARING REQUEST FOR APPEAL ON OR BEFORE OCTOBER 15TH,. TO THE FINANCE CUSTOMER SERVICE CENTER AT 1947 CENTER ST., AS REFERENCED IN THE FORM FOR AN ADMINISTRATIVE HEARING REQUEST.

Form of Appeal. Any person entitled to service under Section 1101 of the Berkeley Housing Code may appeal any notice and order or any action of the Building Official under this code by filing at the Office of the Building Official a written appeal containing:

iT APPEARS THAT I AM TO SUBMIT MY APPEAL REQUEST TO THE OFFICE OF THE BUILDING OFFICIAL. APPARENTLY, THAT IS YOU.

AND ,APPRENTLY THE FORM I HAVE PREPARED IS NOT THE CORRECT FORM. PURSUANT TO BMC 1944.040, I AM SUPPOSED TO CREATE MY OWN APPEAL REQUEST FORM.

1. A heading in the words: "Before the Housing Advisory Commission of the City of Berkeley"

2. A caption reading: "Appeals of.....," giving the names of all appellants participating in the appeal.

3. A brief statement setting forth the legal interest of each of the appellants in the building of the land involved in the notice and order.

4. A brief statement in ordinary and concise language of that specific order or action protested, together with any material facts claimed to support the contentions of the appellant.

5. A brief statement in ordinary and concise language of the relief sought and the reasons why it is claimed the protested order or action should be reversed, modified or otherwise set aside.

6. The signatures of all parties named as appellants and their official mailing addresses.

7. The verification (by declaration under penalty of perjury) of at least one appellant as to the truth of the matters stated in the appeal.

I will be coming to 1947 Center St. on Tuesday, October 14th,2025. If you could update me as to the most appropriate room/suite/ office, so that I know exactly where to submit my request for Appeal. Thank you.

Very Truly Yours, Andrew Marowitz 510-356-6813 Owner and Sole Occupant 1615 Fairview St. Berkeley CA 94703

Mr. Lopez:

I ask you again, how much is the Appeal Fee AND where or who do I submit my Appeal to? Time is of the essence now, since I am six days from the deadline and Monday is another holiday for the City of Berkeley.

Please inform me as soon as possible/ not later than Tuesday.

I believe that I'm being reasonable and honest. Are you?

Please respond.

Andrew Marowitz 510-356-6813

On Friday, October 10, 2025 at 08:16:52 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

What is the precise dollar amount for the fee imposed to file an Appeal in the EEE debate?

cer·ti·fi·ca·tion

/ˌsərdəfəˈkāSHən/



noun

NORTH AMERICAN ENGLISH

1.
2.
3. the action or process of providing someone or something with an official document attesting to a status or level of achievement.

   "a fundamental requirement for organic certification"

   - an official document attesting to a status or level of achievement.

     plural noun: **certifications**

     "graduates who want to gain industry-recognized certifications

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- Why is a handrail which is located on the second floor landing , calculated as being above six feet from the ground? why not within 6 feet from the landing? Does that make sense? Not in my reality, but maybe in an agenda to impose authority and fees, such an interpretation is somehow justifiable.

4. Andrew Marowitz

On Thursday, October 9, 2025 at 10:06:32 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Sorry, another point.

You state "The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building.

What about the fact that the City of Berkeley refuses to allow me to downsize to a single familiy dwelling? How unfair is that? Where is my control of my own property. It doesn't exist. I would downsize to R1.

What components did I confirm that need to be certified?
What photods in one of my documents confirm that E3 elements exist in my building. Please provide ththose pictures ASAP. I do not recall ever providing pictures.

Andrew Marowitz

On Thursday, October 9, 2025 at 04:37:45 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good afternoon Mr. Marowitz,

Your numerous recent communications have been forwarded to me by staff. I understand that you were frustrated while awaiting my response.

First, I must address the tone of your communications to staff. Your messages have been unprofessional and discourteous. This is unacceptable. If similar communications continue, I will cease direct correspondence and refer the matter to my Director. City staff must be treated with respect.

Second, the information provided to you by Ms. Burr—both by email and in person—is accurate. She has reviewed your case with me, and I have confirmed that her guidance reflects the City's interpretation of applicable codes.

To clarify the matter: this is my formal determination. If you disagree, you may appeal my interpretation of the code in accordance with Berkeley Municipal Code (BMC) Title 19.28.020, Section 113 and 19.44. The notice of appeal shall be filed, along with the payment of the appeal fee, at my office within 30 days of this email and must contain the information listed in BMC Section 19.44.40.

1. There seems to be some confusion and comingling of Berkeley Municipal Code programs in your communications. You frequently refer to RHSP when addressing E3 compliance concerns. The two programs are two different and distinct programs. Ms. Burr is not associated with RHSP. She is only associated with the E3 program.

    a. The Rental Housing Safety Program is tasked with enforcing the housing code and the City requires that all rental units in the City of Berkeley be inspected for conformance to the housing code per BMC 19.40. The authority is provided by the State under California Health and Safety Code, Division 13, Part 1.5

Regulation of Buildings Used for Human Habitation, Sections 17910, 17920, and 17970, and other housing related Codes as adopted by the City.

i. Owner-occupied units are exempt from RHSP inspections because the program's intent is to protect tenants from substandard housing conditions.

b. The Exterior Elevated Elements Program is tasked with enforcing State law found under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973. The authority is given to us under BMC 19.40.040. The BMC requires, that all "projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts thereof in weather-exposed areas of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, shall be inspected within six months of adoption of this section, and every six years thereafter….." State law says, "Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected." Multifamily dwelling unit building is defined as housing where multiple separate dwelling units for residential inhabitants are contained within one building.

i. Buildings that contain three or more dwelling units are classified as R-2 occupancy buildings. The building at 1615 Fairview is considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?

Nowhere in the E3 laws does it give the City any authority to exempt owner occupied dwellings in an R-2 building. The history of the program started when the tragic incident occurred on June 16, 2015 when the exterior balcony collapsed and 6 young people died and 7 others were injured. Immediately after, the City passed an emergency ordinance to require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a

minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation Warning Letter for not complying with State and City laws. In the warning letter (attached) you have been given a deadline of October 16th to provide a completed and signed, by the retained professional, the Exterior Elevated Elements Inspection Program Inspection Certification form. If this does not occur, citations will be levied. I do have the authority to provide a onetime extension on when the form will be due. If you confirm that you have hired a licensed professional, compliant with State Law, by either sending me a copy of your signed contract with the licensed professional -or- an email thread with the professional confirming the date of their scheduled inspection and that you will be sending me a completed and signed inspection certification form, I will extend the due date for us receiving the form to November 14th.

If the certification does indicate that corrective work is required, then apply for a building permit within 120 days of the date signed on the form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 120 days of permit issuance.

Regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Tuesday, October 14, 2025 11:27 AM
To: Lopez, David
Subject: Re: E3 requirements for 1615 Fairview St.

Mr. Lopez:

I have forwarded our emails to a City Council staff person for review, while complaining on the arbitrary imposition of the Appeal Fee for a non land use EEE Appeal being $1000, the same on non compliance penalty.

She is reviewing, and depending on what she preliminarily concludes, will be calling you, and perhaps, the Planning Director, if and as needed.

Again, to impose a $1000 Appeal fee for EEE, a non-land use Appeal , and for a Rule that apparently doesn't exist, is the building director acting with Bias and bully like tactics.

Please respond. I will be delivering the Appeal WITHOUT a fee at this time, and we can decide what is appropriate. To reject my timely Appeal , due to no Appeal fee would not be fair, in light of the dispute of the amount of the Appeal fee .

Andrew Marowitz

On Tuesday, October 14, 2025 at 10:38:07 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

There are clear indications that the City of Berkeley does not want to impose such a high sanction that it deters, and discourages an Appeal.

It appears by you imposing a $1000 Appeal fee, that you are willfully setting the table to discourage me from Appealing. This is contrary to the City of Berkeley protocols not to deter Appeals. **Further, this /my Appeal is NOT a land use Appeal,** it is Appealing the protocols of thE EEE enforcement, not a land use Appeal. It is clear to me that you are unwaveringly BIASED, Prejudiced and cannot be trusted to be fair and impartial. You have ,again, misrepresented the truth, by referencing the fee for a land use Appeal. I request that you recuse yourself, and assign someone who can be fair, impartial AND HONEST.

Moreover, I researched your citation. It states "

"The claim that the City of Berkeley's appeal fee is $1,000 per Resolution 71,834 N.S. is misleading. The $1,000 fee is the reduced cost for a specific type of **land-use appeal**, and the actual fee varies depending on the type of decision being appealed and who is filing the appeal. **No record of Resolution 71,834 N.S. could be found, suggesting the reference is either outdated, incorrect, or applies to a different department".**

Here are the accurate details on appeal fees for planning and land use decisions in Berkeley:

Land use and zoning appeals

For appeals regarding decisions made by the Zoning Adjustments Board (ZAB) or the Landmarks Preservation Commission (LPC), the fee structure for non-applicants is:

- **Standard fee:** $3,000.
- **Reduced fee: $1,000. To qualify for this rate, the appeal must be signed by at least 50% of the parcels or dwelling units within 300 feet of the project site, or 25 such persons (excluding dependent children), whichever is less.**

Other appeal types

The City of Berkeley lists several other appeal fees, all of which are subject to change by city council resolution:

- **Administrative Use Permit (AUP) decisions:**
  - **Standard fee:** $2,000.
  - **Reduced fee:** $800, which requires the signatures of at least 35% of the parcels or dwelling units within 300 feet of the project site, or 20 such people (whichever is less).
- **Design review decisions:** $2,000 for non-applicants.
- **Administrative citation appeals:** To appeal a citation, you must pay an advanced deposit of the fine amount. Fee waivers are available for those with financial hardship.
- **Right-of-way permit appeals:** The fee is set by a resolution of the City Council. Waivers can be requested to ensure equal access to the appeals process.

Key takeaways

- **Resolution 71,834 N.S. is not the current source of authority for these fees.** A more recent city council resolution amends the Land Use Planning Division fee schedule.
- The $1,000 fee is a specific discounted rate for land-use appeals, not the default cost.
- The applicable appeal fee depends on the type of decision and the number of people involved in the appeal.
- Always check the official City of Berkeley website for the most current fee information, as it is subject to change.
- Filing an Appeal on a Zoning or Land Use Decision

  Filing an Appeal on a Zoning or Land Use Decision. Learn how to appeal a project. Discover the timeline and costs. Anyone may appe...

The City of Berkeley (.gov)

- 16.10.150 Appeals - Berkeley Municipal Code

  This section is included in your selections. * A. An applicant for a PROW permit under this Chapter or any resident or owner of pr...

Berkeley Municipal Code

- Resolution - City Council Report ##-##-####

  Mar 11, 2025 — This policy implements Council and community-identified goals to prevent and reverse displacement from Berkeley, as we...

The City of Berkeley (.gov)

Show all

On Tuesday, October 14, 2025 at 09:20:46 AM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Morning Mr. Marowitz,

You would submit the appeal letter at our office

1947 Center Street, 3rd Floor

Berkeley, CA 94704

The appeal fee per City Council approved resolution 71,834 N.S. is $1000.00.

The code reference you provide is correct. The catalyst code section is in BMC 19.28.010 section 113.1 which then refers you to BMC 19.44.020 of which body will hear the appeal and then under the same BMC title is what is requried in an appeal letter BMC 19.44.040. A letter from you that has all the information you listed below is adequate.

When you arrive please let the welcome station person know your name and that I am expecting you. I am not available from 10 to noon.

Regards,



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i. Buildings that contain three or more dwelling units are classified as R-2 occupancy buildings. The building at 1615 Fairview is considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?

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Burr, Galadriel

From: Lopez, David <dlopez@berkeleyca.gov>
Sent: Tuesday, October 14, 2025 9:21 AM
To: 'Andrew Marowitz'
Cc: Jensen, Jeff
Subject: RE: E3 requirements for 1615 Fairview St.

Good Morning Mr. Marowitz,

You would submit the appeal letter at our office

1947 Center Street, 3rd Floor
Berkeley, CA 94704

The appeal fee per City Council approved resolution 71,834 N.S. is $1000.00.

The code reference you provide is correct. The catalyst code section is in BMC 19.28.010 section 113.1 which then refers you to BMC 19.44.020 of which body will hear the appeal and then under the same BMC title is what is requried in an appeal letter BMC 19.44.040. A letter from you that has all the information you listed below is adequate.

When you arrive please let the welcome station person know your name and that I am expecting you. I am not available from 10 to noon.

Regards,

David A. Lopez
Chief Building Official/Building and Safety Manager
1947 Center Street, 3rd Floor
Berkeley, CA 94704
Phone:510-981-7441

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Please consider the environment before you print

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Tuesday, October 14, 2025 8:57 AM
To: Lopez, David
Subject: Re: E3 requirements for 1615 Fairview St.

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

It is now 8:45 am on Tuesday, October 14th, 2025. I am preparing to hand deliver my completed Appeal for Request of Administrative Hearing, and do not know where I should deliver it, and here at my computer expecting you to provide instructions.

I have also included a copy of the RHSP self certification checklist, which includes the Elevated Exterior Decks, Balconies, landings and handrails on the rear page. This should provide a reasonable basis for Appeal.

Waiting for your email to advise me where to deliver my Appeal ASAP. If I do not receive any communication withoin one hour, I will go to the 3rd floor of 1947 Center street and ask the guy at the front counter. Maybe he will be able to advise me.

Please respond ASAP.

Andrew Marowitz 510-356-6813

On Friday, October 10, 2025 at 08:04:43 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

As of NOW, I have completed preparation of the form for Appeal, specifically, the REQUEST FOR HEARING ON ADMINISTRATIVE CITATION.

IT INDICATES THAT I MUST PAY THE APPEAL FEE IN ADVANCE, BUT THUS FAR, I DO NOT KNOW HOW MUCH THAT FEE IS, SINCE YOU NOR MS. BURR HAVE DISCLOSED THAT INFORMATION.

AGAIN, WHAT IS THE SPECIFIC AMOUNT OF MONEY FOR THE APPEAL HEARING, SO THAT I CAN INCLUDE A CHECK FOR THAT AMOUNT?

I WILL BE HAND DELIVERING THE HEARING REQUEST FOR APPEAL ON OR BEFORE OCTOBER 15TH,. TO THE FINANCE CUSTOMER SERVICE CENTER AT 1947 CENTER ST., AS REFERENCED IN THE FORM FOR AN ADMINISTRATIVE HEARING REQUEST.

Form of Appeal. Any person entitled to service under Section 1101 of the Berkeley Housing Code may appeal any notice and order or any action of the Building Official under this code by filing at the Office of the Building Official a written appeal containing:

iT APPEARS THAT I AM TO SUBMIT MY APPEAL REQUEST TO THE OFFICE OF THE BUILDING OFFICIAL. APPARENTLY, THAT IS YOU.

AND ,APPRENTLY THE FORM I HAVE PREPARED IS NOT THE CORRECT FORM. PURSUANT TO BMC 1944.040, I AM SUPPOSED TO CREATE MY OWN APPEAL REQUEST FORM.

1. A heading in the words: "Before the Housing Advisory Commission of the City of Berkeley"

2. A caption reading: "Appeals of.....," giving the names of all appellants participating in the appeal.

3. A brief statement setting forth the legal interest of each of the appellants in the building of the land involved in the notice and order.

4. A brief statement in ordinary and concise language of that specific order or action protested, together with any material facts claimed to support the contentions of the appellant.

5. A brief statement in ordinary and concise language of the relief sought and the reasons why it is claimed the protested order or action should be reversed, modified or otherwise set aside.

6. The signatures of all parties named as appellants and their official mailing addresses.

7. The verification (by declaration under penalty of perjury) of at least one appellant as to the truth of the matters stated in the appeal.

I will be coming to 1947 Center St. on Tuesday, October 14th,2025. If you could update me as to the most appropriate room/suite/ office, so that I know exactly where to submit my request for Appeal. Thank you.

Very Truly Yours, Andrew Marowitz 510-356-6813 Owner and Sole Occupant 1615 Fairview St. Berkeley CA 94703

On Friday, October 10, 2025 at 06:37:22 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

I ask you again, how much is the Appeal Fee AND where or who do I submit my Appeal to? Time is of the essence now, since I am six days from the deadline and Monday is another holiday for the City of Berkeley.

Please inform me as soon as possible/ not later than Tuesday.

I believe that I'm being reasonable and honest. Are you?

Please respond.

Andrew Marowitz 510-356-6813

On Friday, October 10, 2025 at 08:16:52 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

What is the precise dollar amount for the fee imposed to file an Appeal in the EEE debate?

cer·ti·fi·ca·tion

/ˌsərdəfəˈkāSHən/



noun

NORTH AMERICAN ENGLISH

1.
2.
3. the action or process of providing someone or something with an official document attesting to a status or level of achievement.

   "a fundamental requirement for organic certification"

   - an official document attesting to a status or level of achievement.
     plural noun: **certifications**

     "graduates who want to gain industry-recognized certifications

   -
   - Why can't an Owner " Certify" the level of safety? Do you think an owner will lie and put himself in a position to be sued for falsifyiing and a serious accident occurs from a handrail disconnecting?
   - What are the odds of that occurring?
   - About a 1000 times less than a balcony collapsing because 10 people are all in a balcony exceeding the limits of the structure. 10 people of adult size amounts to at least 1500 pounds, if not 1800 pounds, on one wood based balcony. Is that considered a safety hazard/ safe? How about a telephone booth?
   -

- Why is a handrail which is located on the second floor landing , calculated as being above six feet from the ground? why not within 6 feet from the landing? Does that make sense? Not in my reality, but maybe in an agenda to impose authority and fees, such an interpretation is somehow justifiable.

4. Andrew Marowitz

On Thursday, October 9, 2025 at 10:06:32 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Sorry, another point.

You state "The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building.

What about the fact that the City of Berkeley refuses to allow me to downsize to a single familiy dwelling? How unfair is that? Where is my control of my own property. It doesn't exist. I would downsize to R1.

What components did I confirm that need to be certified?
What photods in one of my documents confirm that E3 elements exist in my building. Please provide ththose pictures ASAP. I do not recall ever providing pictures.

Andrew Marowitz

On Thursday, October 9, 2025 at 04:37:45 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good afternoon Mr. Marowitz,

Your numerous recent communications have been forwarded to me by staff. I understand that you were frustrated while awaiting my response.

First, I must address the tone of your communications to staff. Your messages have been unprofessional and discourteous. This is unacceptable. If similar communications continue, I will cease direct correspondence and refer the matter to my Director. City staff must be treated with respect.

Second, the information provided to you by Ms. Burr—both by email and in person—is accurate. She has reviewed your case with me, and I have confirmed that her guidance reflects the City's interpretation of applicable codes.

To clarify the matter: this is my formal determination. If you disagree, you may appeal my interpretation of the code in accordance with Berkeley Municipal Code (BMC) Title 19.28.020, Section 113 and 19.44. The notice of appeal shall be filed, along with the payment of the appeal fee, at my office within 30 days of this email and must contain the information listed in BMC Section 19.44.40.

1. There seems to be some confusion and comingling of Berkeley Municipal Code programs in your communications. You frequently refer to RHSP when addressing E3 compliance concerns. The two programs are two different and distinct programs. Ms. Burr is not associated with RHSP. She is only associated with the E3 program.

    a. The Rental Housing Safety Program is tasked with enforcing the housing code and the City requires that all rental units in the City of Berkeley be inspected for conformance to the housing code per BMC 19.40. The authority is provided by the State under California Health and Safety Code, Division 13, Part 1.5

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 9, 2025 9:58 PM
To: Lopez, David
Subject: Re: E3 requirements for 1615 Fairview St.

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Sorry , one more point. Because of one and only one balcony tragedy, in which there have been none before or since, we, the thousands of owners are being imposed to pay this EEE fee set structure, a revenue generator for the City of Berkeley. Justice is blind deaf and dumb,

It tears me up inside that this fee/revenue structure silently exists. And City employees laugh straight to their bank with their paycheck.

On Thursday, October 9, 2025 at 09:52:10 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

One added point. You want compliance and will provide an extension if I hire a contractor by October 16. But, I would need to pay him half or all by October 16. But what if my available money is dedicated for property taxes, including ongoing parcel taxes by the City of Berkeley? Does that matter? Not to the City. Authority and Control and Mandated Compliance.....

and a hundred revenue generating sources, including EEE and the contractor's business license and tax..

Government is my oppressor in life. My worst enemy in life.

Very honestly, Andrew marowitz

On Thursday, October 9, 2025 at 09:43:10 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Lopez:

Respectfully, Respect is a two way street. Ms. Burr had a duty to disclose the name of her supervisor, who she forwarded the emails to. She, in refusing that repeated request, was dishonest and totally disrespectful.

You probably know, but I should not automatically assume that, contained in the State Law, it defers their law to the local municipality laws, since State Law essentially rubber stamped the Berkeley law, but then went further.

In many ways, you pretty much carbon copied Ms. Burr,and also in omitting responses to my counterpoints, while re-directing to your points. Honestl;y, if I'm correct, I find that to be biased, disrespectful, and treats me like an ignorant person. It feels as if you are talking at me, citing your interpretation for the purpose of prevailing on Appeal, and warning me of the financial cost of that Appeal.

Respectfully, you are telling me that local ordinance provisions are what they are, and then telling me that there are no exemptions, , that RHSP deals with Habitability (**but you omit that there are inherent inclusions of safety, AS IT RELATES TO THE RENTAL UNITS, ie electrical, roofing, flooring, structure, etc**. THE OWNER OCCUPANT SIGNS OFF ON ALL THOSE SAFETY INSPECTIONS IN EACH THE TENANT'S PREMISES.

Under RHSP, If the City/the EEE section had any concern from imposing this cost burden in the least, the City could advocate to City Council for the adoption of Owner Occupied Exemptions of their own units. Instead, you position your points as if that is impossible, when it is not, and the truth is that you/ the EEE section and the City couldn't care less about the cost burden imposed oon me/us.

" i. YOU STATE "**Owner-occupied units are exempt from RHSP inspections because the program's intent is to protect tenants from substandard housing conditions." BUT,** That is only partially true and accurate.

In the RHSP, The owner in a fourplex is provided with Owner Occupied Exemption of his unit. not merely because the program's intent is to protect tenants, but the inferred detail is that the Owner-OCCUPANT TAKES RESPONSIBILITY FOR HIS OWN SAFETY, IF HE HURTS HIMSELF. HE CAN'T SUE HIMSELF. The property Owner-Occupant states, under penalty of perjury, and **assures that all of these inherent safety concerns are in fact, not ONLY habitable, but also that there are no unsafe conditions that exist.. I truly do not understand why you appear to omit any reference to these safety assurances**. It is a significant basis for me advocating adoption of the protocols of the RHSP. I respectfully believe and assert that you insist on keeping the protocols without contemplation of the benefits of the protocols of the RHSP.
Moreover, the Owner Occupant assumes any and all liability if any safety based accident occurs, and releases the City from Liability, though Anyone can sue the City regardless of assignment of liability to the Owner.

You know very well, the underlying basis for the City's building inspectors not doing the EEE inspections and being accountable for such inspections is potential liability, and so the City burdens the Owner financially for paying for the services of a 3rd party licensed professional who assumes liability. So the City burdens me with $400 and up. Gotta love it. Can we be honest? The licensed contractor will likely cost $400. If a Building permit is required, that is another $350, If repair materials and labor are needed, then it goes to $1000. Just a low cost compliance program, to protect from accidents from balconies and decks.

If the City gave a damn about the property owner's money, they would implement that concern by reducing/ eliminating the cost burden. Instead, to protect the City from the balcony liability, the City requires us to pay as much as $1000 and sometimes more. As always, we property ,owners must pay, and pay,and pay,and pay..... fire extinguisher fees, RHSP, property taxes, parcel taxes, rent regisration fees, business tax, building permit fees, planning fees, penalty enforcement everywhere,

Moreover, the State Law langauge applies a focus on "LOAD BEARING ELEMENTS" . In my world, handrails are not load bearing elements, but balconies and decks are. In fact, my handrail going up to the second floor is NOT WOOD< BUT METAL, so no rotten or weathered wood.
It is so convenient to burden the Owner, and extend the reach and intention of the enforcement of the Ordinance. Why not include elements that are ground level and potentially hazardous? Lead Paint? When , if ever does the City stop extending its reach and authority, and leave the Owner and / or Owner Occupant in peace, and provide some benefits. ANSWER, NEVER. That is what City Employees are paid to do.

And all of these taxes,fees, and penalties go to pay to the general fund, 80% paying for salaries, benefits, and pensions and colas for City Employees. Is it possible that Ordinances place regulations on Property Owners to generate revenue, the unspoken priority? I guess the fact that Berkeley City employees have more paid holidays than any other city in the state is irrelevant and not to be co-mingled with the revenue generating EEE fee generation. ie building permit, business license and tax on the licensed contractor, who must be registered business in the City of Berkeley, or cannot be hired. Yes, the EEE program is a serious revenue generator when closely examining the entire structure. Government regulation and governmejnt revenue. General fund, salaries, benefits and pensions.

What is amazing is that government, in all of its forms, places no limits on their taxation that it takes from the citizens. The government , in all of its forms is relatively unconcerned with what amount of money remains in the citizens wallet. They are , more or less, only concerned with funding the ever increasing size and cost of government. But, in your mind, I have migrated away from the relevancy of this "debate". Or, maybe that is what underlies the various revenue generating taxes, fees and penalties???

And , sometimes the City is the negligent entity. Ironically, the City merely says Shortage of Resources and/ or manpower, so we can't provide that service . Like cleaning up the fallen/ windblown desiduous leaves leaves from the streets/sidewalks, and even inside my property. The City never cleans up this mess for months, along Alcatraz Ave. Double Standard.

Why can't the citizens point the finger at the City, and it counts as much/ holds the City strictly accountable/ the same degree of accountability, as when the City points the finger at the citizens, nd holds us accountable? Double Standard.

Can we be honest and comprehensive? Wil you agree with anything I say in my emails, in this email response

Interestingly, I respect the extension (if I hire a licensed contractor, but if I appeal, and continue to proceed to a Court of lkaw, and the enforcement remains pending, compliance would be deferred by almost a year, if not longer.

If I present sound counterpoints, as I believe that I have done, I think, then the Planning Commission should not impose a high Appeal Fee, that I'm seeking a reasonable decision, one that is not so biased as Ms. Burr's or Your one sided interpretation.

Isn't it possible that the EEE section/YOU can recommend to City Council to approve of a change in EEE protocol, thereby providing an Owner Occupancy Exemption. YES OR NO?
But, that Ms. Burr, and/ or you REFUSE to forward such a recommendation to City Council, thatnit is possible, but that the EEE section refuses to make any such proposed and recommended modificiation. ISN"T THAT THE ACCURATE TRUTH? yes or no?

ANDREW MAROWITZ 510-356-6813

On Thursday, October 9, 2025 at 04:37:45 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good afternoon Mr. Marowitz,

Your numerous recent communications have been forwarded to me by staff. I understand that you were frustrated while awaiting my response.

First, I must address the tone of your communications to staff. Your messages have been unprofessional and discourteous. This is unacceptable. If similar communications continue, I will cease direct correspondence and refer the matter to my Director. City staff must be treated with respect.

Second, the information provided to you by Ms. Burr—both by email and in person—is accurate. She has reviewed your case with me, and I have confirmed that her guidance reflects the City's interpretation of applicable codes.

To clarify the matter: this is my formal determination. If you disagree, you may appeal my interpretation of the code in accordance with Berkeley Municipal Code (BMC) Title 19.28.020, Section 113 and 19.44. The notice of appeal shall be filed, along with the payment of the appeal fee, at my office within 30 days of this email and must contain the information listed in BMC Section 19.44.40.

1. There seems to be some confusion and comingling of Berkeley Municipal Code programs in your communications. You frequently refer to RHSP when addressing E3 compliance concerns. The two programs are two different and distinct programs. Ms. Burr is not associated with RHSP. She is only associated with the E3 program.

    a. The Rental Housing Safety Program is tasked with enforcing the housing code and the City requires that all rental units in the City of Berkeley be inspected for conformance to the housing code per BMC 19.40. The authority is provided by the State under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Sections 17910, 17920, and 17970, and other housing related Codes as adopted by the City.

        i. Owner-occupied units are exempt from RHSP inspections because the program's intent is to protect tenants from substandard housing conditions.

    b. The Exterior Elevated Elements Program is tasked with enforcing State law found under California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973. The authority is given to us under BMC 19.40.040. The BMC requires, that all "projecting exterior elevated wood and metal decks, balconies, landings, stairway systems, guardrails, handrails, or any parts

thereof in weather-exposed areas of Group R-1 and R-2 Occupancies, as defined in the most recent edition of the California Building Code, shall be inspected within six months of adoption of this section, and every six years thereafter….." State law says, "Exterior elevated elements that include load-bearing components in all buildings containing three or more multifamily dwelling units shall be inspected." Multifamily dwelling unit building is defined as housing where multiple separate dwelling units for residential inhabitants are contained within one building.

i. Buildings that contain three or more dwelling units are classified as R-2 occupancy buildings. The building at 1615 Fairview is considered an R-2 Occupancy building and it has been confirmed that the building contains three or more dwelling units.

ii. Both State law and City law do not exempt dwelling units that are owner occupied. Even condominium buildings with 3 or more condominiums, considered an R-2 occupancy, are required to certify that existing E3 elements are certified safe per California Civil Code Division 4, Part 5, Chapter 7, Article 3 Section 5551. Condominiums are for the most part owner occupied.

To answer your question of why aren't the EEE protocols addressed exactly the same way?

Nowhere in the E3 laws does it give the City any authority to exempt owner occupied dwellings in an R-2 building. The history of the program started when the tragic incident occurred on June 16, 2015 when the exterior balcony collapsed and 6 young people died and 7 others were injured. Immediately after, the City passed an emergency ordinance to require all E3 components in R-2 buildings to be inspected and certified. The State followed suit, and California regulations were signed into law requiring that E3 elements in R-2 buildings be inspected and certified. When an E3 component fails it can kill or injure the person using the E3 component. For this reason, E3 protocols are not addressed in the manner you would like. RHSP guidelines do not apply to the E3 program.

Regarding your insistence that the building is not an R-2 building and should be considered a family building: all our records and by your own admission clearly indicate that your building is a 4 unit building which is considered an R2 occupancy. Berkeley law uses the definition in the Berkeley Building Code to define R-2 buildings. Dwelling units in R-2 buildings are not exempt regardless of who lives in the dwelling or whether the units are vacant.

Regarding your insistence that you, as an owner, should be able to self-inspect your own property: State law is clear in who is to perform the inspection. Per California Health and Safety Code, Division 13, Part 1.5 Regulation of Buildings Used for Human Habitation, Section 17973, "The inspection shall be performed by a licensed architect; licensed civil or structural engineer; a building contractor holding any or all of the "A," "B," or "C-5" license classifications issued by the Contractors State License Board, with a minimum of five years' experience, as a holder of the aforementioned classifications or licenses, in constructing multistory wood frame buildings; or an individual certified as a building inspector or building official from a recognized state, national, or international association, as determined by the local jurisdiction." State law prohibits the owner from self-certifying their E3 components.

In conclusion:

The building at 1615 Fairview is considered an R-2 Occupancy building and, by your own admission on several occasions, you have confirmed that there are existing E3 components on the building that need to be certified. The pictures in one of your documents confirms that E3 elements exist on your building. You have been issued a Citation

Warning Letter for not complying with State and City laws. In the warning letter (attached) you have been given a deadline of October 16th to provide a completed and signed, by the retained professional, the Exterior Elevated Elements Inspection Program Inspection Certification form. If this does not occur, citations will be levied. I do have the authority to provide a onetime extension on when the form will be due. If you confirm that you have hired a licensed professional, compliant with State Law, by either sending me a copy of your signed contract with the licensed professional -or- an email thread with the professional confirming the date of their scheduled inspection and that you will be sending me a completed and signed inspection certification form, I will extend the due date for us receiving the form to November 14th.

If the certification does indicate that corrective work is required, then apply for a building permit within 120 days of the date signed on the form, respond to plan check comments within 10 days of the date of the correction letter, obtain a building permit within 10 days of notification of plan approval and complete all work within 120 days of permit issuance.

Regards,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 9, 2025 5:40 AM
To: Lopez, David
Subject: Re: 1615 Fairview

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Mr. Lopez:

I am unsure how to respond to you.

Ms. Burr indicated that she forwarded my emails to " her supervisor". Initially and based on numerous attempts to " motivate" a response from Ms. Burr, she unwavering refused to provide the name and title of her supervisor. Then, you show up, the top official in the Building sub-division, not just a mere supervisor. It might seem as if there is a serious jump in authority , not a mere supervisor. And here might be a serious agenda in the works, from someone far more authoritative, not a mere supervisor, given that I have disclosed my intentions to Appeal.

It feels like there has been a deception by Ms. Burr, and her (mere) Supervisor who decided to forward this to you,as Chief Building Official, one with the highest authority. I tend to not believe that you are her direct supervisor, but the top authority, with the most expertise and authority, one in which will carry extreme weight in the Appeal process and with the Planning Commission. I suspect the mere mention of an Appeal has caused the direct supervisor to decide to bring you into the debate/ dispute of interprettions of contradicting protocols of the EEE and the RHSP protocols.

Lastly, as the Building Director, I am of the notion that the Chief Building Official may tend to not be fair-minded and open to (reasonable) counterpoints, but may provide a position to unwaveringly support and defend the EEE protocols, rather than provide reasonable legitimacy to the legitimacy of the protocols of the Rental Housing Safety Program.

If all/ most of my suspicions are close to accurate, then you will chew me up , and spit me out. A mere supervisor doesn't have your authority , nor level of knowledge and expertise. And it would seem you will structure your position such that EEE will not be contradicted by the protocols of the RHSP , which are far more preferable and favorable to the property owner and Owner Occupant, both in serving the interests of the Owner Occupant, as well as cost burden to the Owner and/ or Owner Occupant, as well as create/ facilitate a mechanism to protect/release the City of Berkeley from potential liability, in the event of a hypothetical injury. This, in turn, alleviates the Owner Occupant from spending about $1000 for a third party contractor, the building permit component for some repairs.

As absurd as this may sound, as an Owner Occupant, wanting an exemption from EEE, I just want to be left alone, and the RHSP protocols, generally provide such an Exemption.

My three rental units, all on the ground floor are all vacant/ not being rented **and will remain so until I sell this building**. Further, these ground floor rental units have no EEE components above six feet, or even 3 feet. Accordingly, these three units should be exempt from EEE.

Because of Rent Control, Just Cause, Attorney Fees by Statute, and $45,000 buy-out mandates, and Tenant Protection Ordinances (but no equal landlord protection Ordinance or any protections/ rights) AND MORE.

I hate being a landlord in the City of Berkeley,
and no one wants to discuss, why it is terrible for landlords to be landlords. Landlords have zero rights , protections or control of his business or possession of his property, once he rents it out. Why would anyone want to be a landlord? I do not want to wear a sign on my back that says " Victim, Please kick me.".
And the punishing City of Berkeley, instead of being tolerant of my preference to keep my rental units vacant willfully, now have the vacancy parcel tax, to punish owners who hate being landlords, who were massively victimized by the Eviction Moratorium and refuse to continue to be victimized. The City of Berkeley has regulated all avenues , thereby the Owner is not really the Owner, but merely the name of the deed. The City owns the property, via the never ending regulations, despite what the 5th and 14th Amendment say.
But, as Owner Occupant, I am exempt from the Vacancy Parcel Tax.

So, I suppose you will state that you are Ms. Burr's Supervisor, despite what appears to be a sizable authority jump, which may be fact manipulation, and the rest of the agenda, given my intentions to Appeal. Clearly, to me, there is BIAS and City Employees fully supporting each other and the City of Berkeley, to defend the EEE protocols, no matter what. But the RHSP protocols provide a win-win, for both the EEE/ the City, and the Owner/ Owner Occupant.

Respectfully, Andrew Marowitz, Owner and Owner Occupant/ sole Occupant of my building.

No one will be occuping space in my building until I sell m building. That is how much I hate being a landlord in the City of Berkeley. Nothing but a pain in my reality, It's(the headaches) are not worth the rental income. Thre is so much more to being a landlord than simply the money. I have been a landlord for 35 years. I know all of the ugly truths. Interest rates are beginning to come down.

On Wednesday, October 8, 2025 at 03:27:53 PM PDT, Lopez, David <dlopez@berkeleyca.gov> wrote:

Good Afternoon Mr. Marowitz,

I want to inform you that Ms. Burr has forwarded me all your communications. I will be responding to you in the next several days.

I know you are being insistent for a response but rest assured I will respond. Please discontinue sending emails to Ms. Burr.

Regards,

David A. Lopez

Chief Building Official/Building and Safety Manager

1947 Center Street, 3rd Floor

Berkeley, CA 94704

Phone:510-981-7441

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Please consider the environment before you print

Burr, Galadriel

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Sunday, October 5, 2025 8:42 PM
To: Burr, Galadriel
Subject: Re: City Response to Owner Letter Received 2025-09-25_1615 Fairview St Berkeley

Ms. Burr:

Additionally , you knowingly, willfully and deliberately qavoided and omitted any reference and inconsistency of the protocols that I submitted to you, AND YOUR BOSS, REGARDING THE RENTAL HOUSING SAFETY PROGRAM, which provides an exemption for Owner Occupied Units and self inspected and stated habitabily and safety of all components and oiperations of the building. Why shouldn't the EEE have the exact same protocols and procedures?

As such, you omitted any comment on the compaison of EEE and RHSP/

You have conducted yourself , not with "best regards" for me, but to omit any of my counterpoints and reasonable arguments in contradiction to EEE and protocols. By omitting so many /all of my counterpoints, you refused to concede on any of my logic. You didn't conduct yourself or the boss, with willingness to grant any of my points, thereby you were even remotely fair and reasonable, but with the agenda to impose your position regardless of its weaknesses.

You truly conducted this exchange by way of FRAUD BY OMISSION. This is hardly different than a crook trying to get away with a crime.

The government is supposed to be fair and honest, and let the chips fall where they may. But, not in the City of Berkeley/ This EE department. In Berkeley, Complete Authority/ Control, and as always $$$$$, even by lies by Omission.

But, instead you acted with complete dishonesty by Omission. To me, this / your frequent omissions of my points are dishonest and despicable. You should be willing to admit to such conduct. But, I expect you to avoid any mention of your conduct and my points and the comarison of the RHSP.

Do you consider/ believe that , by omission, you were completely honest and fair?

Do you believe that honesty requires addressing the opposing point of view, not just your biased , one sided position?

Please RESPOND, and address my points , not by re-directing the reader to your points, but by directly addressing MY POINTS.

Andrew Marowitz 510-356-6813

On Sunday, October 5, 2025 at 04:43:05 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

After having reviewed the entire series of documents, please disregard the prior request for the exemption documents.. I see them and have reviewed them.

Please provide the names and titles of those persons that advised or instructed you.

I will now review the state laws that you have referenced, though the state law(s) have made it perfectly clear that the state law defers to the local law(s), which ,effectively renders the state law(s) as moot. I will research and provide the specific law that advises deference to local laws.

Depending on what I research, I am recovering from my hip replacements and need some added time for good cause. I can re-attach the handrail, and will attempt to screw the few loose stair treads on the back stairs. AND/BUT I do not have

available funds to pay for a contractor and have dedicated my funds to property taxes due on December 10th or before. I suppose that your relentless protocols provide no tolerance for disables and low income individuals and that property taxes are irrelevant to the timeline, is that correct?

Again, the rental units aside from being vacant and unrented, have no EEE components 6 feet or over, and all three are on the ground floor will is 2 feet above the ground. Interestingly, you clearly omitted any commentary as to that component, Should that omission be construed as dishonest by omission? I specifically request a comment as to this disputed omission, immediately.

You also omitted any commentary as to my referencing that the second floor unit is exclusively Owner Occupied, and not a rental. I have repeatedly referenced this issue , asserting that I should be provided with an Owner Occupancy exemption, and would Appeal , based on said Owner Occupancy. Why did you omit any commentary as to this assertion.

As I previously stated in researching the original enactment of this issue by Nancy Skinner and Jerry Hall, Ms Skinner refused to include Owner Occupancy Exemptions claiming to "protecting the public", but that appears to be hypocritical/ "arbitrary and capricious", since she expressed no concern for the public in SFRs , Duplexes and Tri-Plexes.

Accordingly, I would respectully demand a response as to your/ your bosses interpretation mof these seeming contradictions of enforcement and exemptions . It would seem that Skinner elected to base the legislation on the building, which has no rights or protections, while Owner's/ persons have rights and protections. Please provide a response, since it appears that you omitted any commentary of anything that provides a contraversy of any sort, which may tend to weaken your/ your bosses/ the City's position.

Also , you omitted the distinction of the definitions of Multi-Unit as opposed to Multi-Family. What does it take for you to provide full and complete honest answers and responses, Ms. Burr, and you boss? As I have repeatedly stated, I am the only Occupant, and therefore a single family occupant, and I use all 4 units for my personal use, effectively making this a SFR. I cannot control the fact that the State and the City refuse to allow me to re-classify my Multi-Unit building as a SFR, though being the Owner and Occupant. It is not my fault , or agenda that government has decided to refuse any legal conversion to a SFR, because the State and City have taken away my rights to use my property as a legal SFR, due to their reckless creation of shortage of available housing to illegal immigrants, early release prisioners, and the homeless. The City and State , by self serving regulatory power, has refused my right to use my property as a single family dwelling. In other words, the government is toxic to my rights to use my property as a asingle family dwelling, and now states that I must pay fees for my use of the vacant rental units. When, if ever, do we/ society question or challenge government as self serving and disregards my 5th and 14th Amendment rights of ownership? NEVER? When, if ever, is government viewed as toxic? NEVER, unfortunately. Maybe , the Courts should ask such questions, rather than granting unquestioned authority over the citizens and property owners and owner Occupants?????
PLEASE RESPOND.

I respectfully believe and suggest that your frequent use of omissions could be construed as fraud by Omission. What do you think and say about your frequent use of City / self serving practice of selective omissions. Is it/ should it be considered as honest , or dishonest?

I strongly believe that the Planning Commission or the Courts should consider and decide on the possibility of providing Owner Occupancy Rights and , in this case, Exemptions if the particular set of facts clearly demonstrate that Owner Occupancy Exemption is , or should be, a legitimate right, protection, and benefit provided to Owner Occupants in their own property. Clearly, the relationship to protecting the public , is a convenient , but inconsistent with the same reasoning for SFR's Duplexes and Tri-Plexes, and "arbitrary and capricious" justification to deny Owner Occupancy status any rights, protections, or exemptions. And it should be viewed as such

Any further and continued avoidance of responses by willful and deliberate omission should and will be viewed as fraud by Omission, and will be argued as such , in my expected Appeal and any Court filing for a Judge to consider.

Government constantly endeavors to reduce the rights of Property Owners and Owner Occupants until they have no rights, that all rights are merely hollow words. I am profoundly offended by the elimination of virtually all rights and protections of Owned Real Estate and Owner Occupancy.

Andrew Marowitz 510-356-6813

On Sunday, October 5, 2025 at 03:38:52 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

As of now, I have NOW read the first attachment of your series of documents/ emails.

My first response is, you should provide the names and titles of anyone who assisted you, or advised you, or instructed you such that you prepared this/these documents. They should not stay anonymous for the purposes of this series of letters, anmd of course you should include the names anmd titles of your supervisor and manager, Mr Jensen,as I recall.

You elected to make statements without providing the actual exemption application documents, thereby slightly mistating what I stated , or you did not state. Accordingly, per your statements of those documents, please provide me with the actual exemption documents, which will indicate the boxes I checked, the basis for my claimed exemptions, as well as exactly what the form states. Please provide these immediately, since the timimg of the Appeal, if submitted, must be submitted on or before October 16th,2025.

More to come,as I review these series of documents as well as your cited state laws.

Andrew Marowitz 510-356-6813

On Friday, October 3, 2025 at 04:02:34 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

I just got to my computer, seeing your series of responses, but have not read them as yet.

It occurs to me that , with respect to the EEE protocol, there is no reason why the EEE protocol cannot resemble the RHSP protocol, in which the Owner inspects, repairs , verifies under penalty of perjury, that there is no indications of EEE violations, and that he is/will be responsible, as he presumably is in the RHSP protocols, thereby removing / arguably removing the City from any potential future liability.

It works/ functions/ operates no differently than the RHSP protocols, and potentially saves the Owner(Occupant) hundreds of dollars by eliminating the 3rd party delegate, and potentially any permits. It is a Win-Win scenario. Would you agree or disagree?

Please respond ASAP.

Now, I will review the attachments, maybe tomorrow.

Andrew Marowitz

On Friday, October 3, 2025 at 01:20:50 PM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Andrew,

Please find attached my response to your letter received September 25, 2025 in-person at the Permit Service Center, along with the corresponding attachments.

Kind regards,

Galadriel

Galadriel Burr

Community Services Specialist III

Resilient Buildings and Seismic Programs

City of Berkeley

Building & Safety Division

1947 Center Street, 3rd Floor, Berkeley, CA 94704

Phone: 510.981.7475

Email:| gburr@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, October 2, 2025 8:45 AM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
Subject: Re: EEE inspection and enforcement 1615 Fairview St Berkeley

• Permits are not required for ordinary repairs to structures performed for the purpose of maintenance. The repair work is limited to work on the affected item and does not include reframing, replacement or any other alteration or new work.

• Permits are required for any code regulated activities, including but not limited to the following: cutting, notching or replacement of any structural framing elements or structural supports; replacement of membranes; replacement of exterior finishes; guardrail replacements; installation of ventilation openings; and similar activities.

On Thursday, October 2, 2025 at 08:20:08 AM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Mr. Marowitz,

My apologies for the delay. I will have a response to your letter received September 25, 2025 by tomorrow.

To be clear, I did not make sure to advise you that “the minor repairs do not require a permit”, but rather provided you with additional information regarding when a permit is required for E3 corrective work, as stated in my email below.

Please note that my refrain from responding to your general negative thoughts and opinions about government in prior emails and voicemails does not constitute agreement on my part.

Kind regards,
Galadriel

Galadriel Burr
Community Services Specialist III
Resilient Buildings and Seismic Programs
City of Berkeley
Building & Safety Division
1947 Center Street, 3rd Floor, Berkeley, CA 94704
Phone: 510.981.7475
Email:| gburr@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, October 1, 2025 2:43 PM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
Subject: Re: EEE inspection and enforcement 1615 Fairview St Berkeley

Ms. Burr:

I am concerned that you will not be issuing a definitive response regarding my informail appeal/ of the arbitrary and capricious postion of EEE and its mandate of refusal of Owner Occupancy exemption on the second floor flat. The RHSP contradicts the policies and protocols of EEE 100%.

You made sure to advise me that the minor repairs do not require a permit, but I'm not , nor am I in a fiscal comfort level to pay for a third party inspection and approval, given the expected cost of $350-400, because the City refuses to be accountable for inspections and potential liability if it's employees are less than competent.

Acordoingly, in your most recent email, you indicated that you would be responding soon, but no response as of this date. Respectfully, I will not Appeal , at least until Monday, October 6th, thereby allowing you and your boss to compare and decie issues for 4 business days. After October 7th, if no definitive response is sent to me, I will process a formal Appeal thereafter.

In responding, if you do, please do not omit or withhold detail(s), as your position should be comprehensive and sufficient to address all of my counterpoints.

Yours very truly, Andrew marowitz.

P.S a reason for not even trying to do the repairs immediately is due to my recovery period for my hip replacement surgery. It doesn't matter to you, but it is vitally important to me/ my health.

On Tuesday, September 30, 2025 at 01:57:53 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Ms. Burr:

The problem with government is that government endeavors to give itself authority and control over everything, and thereby regulates everything and attaches fees,taxes, and penalties on everything. You mentioned fresh air is free. After further thought, , aside from requiring smog checks from vehicle owners, the government reaches further, by taxing the test shops and the repair shops for smog, taxing the business income and parts.

Government taxes .fees and penalizes everything in life. They do so, by regulating the freedom of citizens in every nuance in life.

In short, government is toxic and hostile to citizens, We are merely wallets, to fund government employees paychex, benefits and pensions. It is a total con job. The biggest pick pocket on earth. I challenge you to challenge this set of beliefs, and look not just at the surfact, but throughout the 1000 txes,fees and penalties. Then question the productivity of government , with longer breaks, lunches, paid holidays. Did you know thhat the City of Berkeley employees have more paid holidays than any other city in the State of Californiia, all paid by us taxpayers. We, the citizens/taxpayers are being ripped off at every angle/vantage point.

Then they screw all property owners with parcel taxes every two years, to pay for COLAS, and new taxes, like the vacancy parcel tax, even when an owner chooses to not be victimized over and over again, by putting himself in the role of landlord.

Government is the citizen's worst enemy, and you know it. But government refuses to be honest. Embedding themselves in the "Public Interest. What a con game !!!

Back on topic, why does the RHSP provide Owner Occupancy Exemptions, while the EEE completely disregards Owner Occupancy Exemptions. It is arbitrary and capricious. This is a legal phrase that addresses the self serving con games of government.

EEE rules place total control and discretion on government, disregards Owwner Occupancy Exemptions because it serves the interests and benefit of government. I should be allowed to make such repairs on my own , or not at qall, until I decide when, how, how much, . But, then, we wouldn't need so many government employees, or laws/ regulations. We'd have more discretionary money in our wallets. Government never ever limits the extent of taxation. It just keeps taxing to fund its operations, no matter if it is waste, excessive spending,etc..

I will be mindful of the suggested repairs, without permits, if the toxic City of Berkeley insists that they have authority of my owner occupied flat, AKA , the ownetr's unit. This is EXACTLY WHY LEGISLATOR'S LIKE SKINNER AND HALL REFUSED TO PROVIDE OWNER'S AND LANDLORDS WITH RIGHTS. ACCORDINGLY, THEY CREATE LEGISLATION ON THE BUILDING, WHICH HAS NO RIGHTS. . TO ME, ALL OF THIS IS DISGUSTING AND DESPICABLE!!! FREEDOM IS AN EMPTY , HOLLOW WORD. i BET YOUR BOSS DISAGREES, BUT HE WOULD BE SERIOUSLY CHALLENGED IN DISPUTING MY POINTS AND , 4ESPECIALLY MY FINANCIAL COMPONENTS OF TRUTH AND GOVERNMENT.

As owner Occupant, I should not have government hovering over my back , telling what to do in my own residence. Freedom? Where? Government over-reach? Everywhere, because it provides ample workload for government and numerous avenues of taxation, fees, and enforcement penalties. TOXICITY AND CONTROL. Government should be serving the taxpayers,. Instead, the citizens / taxpayers, serve the interests of government. If government trul served the interests of the taxpayers, then government would be constantly striving to reduce taxation, and the size of cost of government. Government, is strving to constantly get larger and more cowstly to the taxpayers= our worst enemy. in life.

It is not just my opinion, it is 100% truth.

Your bias as a taxpayer funded employee prevents you from embracing these truths.

Andrew Marowitz

On Tuesday, September 30, 2025 at 11:14:08 AM PDT, Burr, Galadriel <gburr@berkeleyca.gov> wrote:

Hello Andrew,

I will soon be responding to your letter received September 25, 2025, but I wanted to provide you with copies of the most recent State legislation for exterior elevated elements, per your request. Please find Health and Safety Code Section 17973 and Civil Code Section 5551 (Condos).

Also, when we met in the Permit Serve Center you had some questions about when a permit is required to do E3 corrective work. The following information can be found in our *Frequently Asked Questions* document on the City's website:

• Permits are not required for ordinary repairs to structures performed for the purpose of maintenance. The repair work is limited to work on the affected item and does not include reframing, replacement or any other alteration or new work.
• Permits are required for any code regulated activities, including but not limited to the following: cutting, notching or replacement of any structural framing elements or structural supports; replacement of membranes; replacement of exterior finishes; guardrail replacements; installation of ventilation openings; and similar activities.

For more information about the E3 Inspection Program, please visit https://berkeleyca.gov/doing-business/operating-berkeley/landlords/exterior-elevated-elements-inspection-program-e3.

Regards,
Galadriel

Galadriel Burr (she/her)
Community Services Specialist III
Resilient Buildings and Seismic Programs
City of Berkeley
Building & Safety Division
1947 Center Street, 3rd Floor, Berkeley, CA 94704
Phone: 510.981.7475
Email:| gburr@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Thursday, September 25, 2025 4:28 PM
To: Burr, Galadriel <GBurr@berkeleyca.gov>
Subject: EEE inspection and enforcement 1615 Fairview St Berkeley

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Ms. Burr:

I am to ask you what is the most recent State Legislation and the other request is ? Can't remember

BUT, after further thought the protocols of the Rental Housing Safety Progrqm is the perfect supporting example, regardless of the amount of the fees.

The required documentation is that I, as Owner/landlord, am required to inspect, repair, and sign off under oath, the long list of tenant premises conditions, ie the building, and sign off on those items listed in the lengthy list. I am required to sign under penalty of perjury. And subject to enforcement and penalty if there becomes a tenant complaint/problem.

As to the same list, sign off,etc for owner occupied premises, I, as Owner Occupant, am exempt,as is the premises of my owner ocupied unit.

In other words, the RHSP guidelines and protocol protects the building AND the tenants premises. BUT, simultaneously exempts the Owner Occupied premises.and conditions.

The question that looms is why isn't the EEE protocols addressed EXACTLY the same way?

Further ,I reviewed Skinner and Hill's legislation/ AB 721, the balcony bill for Berkeley., and it addresses , numerous times the phrase " Multi-Unit, but never, ever combines the phrase " Multi_unit/Multifamily" as contained in the exemption application form. Combining the two as if Multi Family is the same as Multi-Unit is not only a improper redundancy, it is wholly unnecessary. The phrase "Multi-family is, or should address the assumption/inference that Multi-Unit is housed by "Multi Families". Assuming my belief and argument are accurate, I, as, Owner Occupant is considered a Family, and thus, if I personally use all 4 Multi-units, I must be considered as a Single Family Resident/Occupant in the Multi-Unit building. Accordingly, the building is Multi Unit, providing housing and use to a Single Family/ AKA Owner Occupant= Exempt

And the guidelines and protocols of the RHSP are perfectly consistent with that approach, in which the building conditions are addressed and the tenants protected, while the Owner Occupant's unit is exempt from any involvement by the Housing Inspectors , in the event that they elect to inspect.

This is part and parcel of my argument NOW, in support of the Owner Occupant's Exemption from enforcement. Please raise this comparable to your supervisor and the Planning Official.

Again, I can provide access to demonstrate no tenants, as confirmed by the RHSP paperwork and affidavid, signed under penalty of perjury.

To do otherwise from the EEE protocols are inconsistent and contradictory.

Andrew Marowitz

From: Numainville, Mark L.
To: Andrew Marowitz
Subject: RE: Appeal Notice for 1615 Fairview
Date: Wednesday, April 15, 2026 11:20:14 AM

Andrew,

Nobody "instructed" me to send the letter noticing the appeal hearing. I am required to send the notice by BMC 19.44.090, which reads, in part, "***The City Clerk shall*** provide the Council with the written appeal or appeals, and shall set the matter for a public hearing before the Council in consultation with the Building Official, and ***give notice of the time and place of said hearing…"***

Mark Numainville
City Clerk, City of Berkeley
(510) 981-6909
mnumainville@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, April 15, 2026 11:07 AM
To: Numainville, Mark L. <MNumainville@berkeleyca.gov>
Subject: Re: Appeal Notice for 1615 Fairview

Mr. Numainville:

I am herein documenting that since you stated that you would not devulge who instructed you to write this letter of scheduling my EEE Appeal, per the rules, and needed to consult the City Attorney , FIRST.

That was about 10-12 days ago. You then indicated you would be out of the office from April 4th to April 12th.

Today is April 15th, 2026, and you have continued to refuse to state who directed you to send the scheduled Appeal of June 9th with City Council.

However, I am ,essentially CERTAIN that it was Mr. David Lopez, Building Official, who drafted the letter and instructed you to put your name on it. The reason I know this is that he omitted himself to be included in the CC's of the City Attorney, the City Manager, and the Planning Director. Mr. Lopez has a habit of making effort to be anonymous, by having others do his dirty work. And had you actually drafted the letter, SURELY, you would have included his name. But , there was no CC to Mr Lopez.

AND , inconjunction with this anonymity , he has broken numerous rules of the Administrative Appeal of my EEE Appeal to City Council.
The rules clearly and unequivacably state that IF CITY COUNCIL wishes to consult City Staff, they may do so at their discretion. This infers that City Staff are not to initiate any contact, including the staff report that Mr. Lopez is forcing into the record, AGAINST THE RULES. That.... is the reason that he is inserting the added staff report, in which YOU SENT HIM my Appeal and documents to be routed directly to City Council.
AGAINST the Rules , You sent him my City Council Appeal, stating that you sent him my Appeal, pursuant to Planning Dept. rules, but refused to provide me with any such rule. THERE IS NO SUCH

RULE. You violated Due Process.. And now , Mr Lopez is circumventing and violating Due Process.
As previously stated by me, this is a unequivocal violation of the Brown Act, which dictates that Government staff must proceed with adherence to rules, must be transparent and honest.
Further, the housing Advisory Commission violated numerous rules of strict adherence of Fairness and Impartiality, not to mention , violation of the Brown Act. I asked the HAC to address my concern of Fairness and Impartiality, but they ignored my concern and changed the subject matter.
Further, the HAC has jurisdiction or authority to address ONLY the Housing Code, not the Building Code, yet another violation of Due Process.

As previously stated by Me, this is tantamount to City staff , behind closed doors, collaborating , and when addressing my Civil Rights, are conspiring to deprive me of those protected and guaranteed Civil Rights.
As I perceive this conduct, I see City staff acting like crooks and con artists, in the performance of their positions, and EVIL in their biased intentions.

And still, you continue to refuse to state, for the record, who drafted the content of my scheduled City Council EEE Appeal.

Further, you stated that you had already sent City Council a copy of my EEE Appeal and request for scehduling PREVIOUSLY. I would ask that you provide ME with a copy of that previously submission to City Council. Or will you refuse/ fail to send me that document as a record? dID YOU EVER ACTUALLY SEND IT TO CITY COUNCIL? I RESPECTFULLY DEMAND THAT YOU PROVIDE ME WITH A COPY OF THAT NOTIFICATION TO CITY COUNCIL, ASAP !!!!

And , I expect that you will send Mr. Lopez my emails and further documents? That is what you do, in violation of FAIR DEALING

Mr. Lopez, is knowingly and willfully defying the rules, to WIN< NO MATTER WHAT? He should be terminated for good cause, for his obscenely BAD CONDUCT.

IF YOU CONTINUE TO BE NON RESPONSIVE TO MY REQUESTS FOR INFORMATION AND DOCUMENTATION, YOU MAY BE DISCIPLINED AS WELL.

PLEASE RESPOND.

Andrew Marowitz 510-356-6813.

On Friday, April 3, 2026 at 05:51:07 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Numainville:

After further thought and consideration, it occurs that I concluded the wrong person who instructed and advised you as to your letter of a scheduled City Council Appeal.

I have revisited the facts. And I now conclude that Mr. Lopez, Building Official is/was involved. I instructed and demanded that he stay out of this,as he had already stated his position. He is attempting to change the rules of this Appeal, and violating the rule in which he should provide staff reports ONLY if consulted and advised by City Council, PER THE RULES. He believes that he can change/ violate/ re-interpret the rules in any manner he chooses. I will be objecting to any inclusion of staff reports, as a matter of rule/ law. He is knowingly / willfully violating the rules/ law , in an effort to undermine my Appeal. He has ZERO ethics, and MUST BE HELD ACCOUNTABLE. There is little difference than that of a criminal trying to get away with a civil/ administrative crime.

To more fully support this belief and contention, it was him, that you forwarded my City Council Appeal

papers to, violating the Appeal rules/ laws, despite what the Appeal Rules state, and you stated that you were adhering to Planning Rules, but stated no specific rule, of which I believe there is no such rule.

Accordingly, Mr. Lopez was then fully informed of the nature of my Appeal. And , having experienced Mr. Lopez' tactics, he never puts his own name on things. He used Galadriel Burr, and Mr. Klein, Planning Director. Then, the HAC consulted and collaborated with Deputy City Attorney, Ms. Madagu, and Mr. Uberti, as Secratary of the HAC.

Here, he never includes his own name, but includes Mr. Klein, Ms. Farimah Brown, and the City Manager. all directors of their departments. And directs you to send the letter, which you sent by email, and now by Certified Mail, and First Class Mail.

His tactics leave none of his fingerprints, or so he thinks. He abuses his discretion, and my Civil Rights. AND he changes the rules , so that he can include his staff preparations, His tactics are despicable, foul, underhanded, unethical, and yet , per City standards, is allowed to get away with this evil. He should be terminated,for cause.

And NOW, you are refusing to divulge then individual, who prepared the letter, who instructed YOU to send the letter and be in the middle of all this. And his name doesn;t appear anywhere. Do you admit this, or do you deny this?

Yes, I will be litigating this entire deceitful set of events. You can either tell me NOW who directed you, or you can state these facts in a court of law, and perhaps place your job at risk. The City Attorney cannot prevent me from calling you to testify in a court of law, under penalty of perjury. You have no protections in the court of law.

My claim will be based on my civil rights being deprived and violated , under CCP 1983, and there exists a growing conspiracy relating to these issues. My stress levels are in overdrive, trying to maintain my sense of handling all of this abuse and conspiracy by City of Berkeley staffers. You all collaborate and cooperate, against me as an individual who pays my taxes to employ all of you.

This is nothing less than evil. and you as a group are administrative con artists and crooks. This is a demonstration of how the underbelly of government works.

Mr. Numainville: Consult the City Attorney, but I think you might consider getting ahead of this, and be honest, transparent, and forthcoming. I intend to wreak havoc on anyone who I can prove is involved. And unless you come clean, and disclose what information I seek, you are , most definitely vulnerable.

After the final resolution of my Appeal, I will file that CCP 1983 lawsuit. And once you testify, you will be required to disclose that same information, under penalty of perjury.

Like it or not, you have been designated to be in the middle of all of this.

It was not my preference to involve you, but it is what it is, and I have been abused and deprived of a fair and impartial legal proceeding.

Andrew Marowitz

On Wednesday, April 1, 2026 at 01:57:32 PM PDT, Numainville, Mark L. <mnumainville@berkeleyca.gov> wrote:

Andrew,

Since you have referenced legal action in your email, I will need to consult with the City

Attorney on any potential response.

The process for the appeal and relevant deadlines are included in the letter/notice sent previously.

Mark Numainville
City Clerk, City of Berkeley
(510) 981-6909
mnumainville@berkeleyca.gov

From: Andrew Marowitz <andrewmarowitz@sbcglobal.net>
Sent: Wednesday, April 1, 2026 1:49 PM
To: Numainville, Mark L. <MNumainville@berkeleyca.gov>
Subject: Re: Appeal Notice for 1615 Fairview

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Mr. Numainville:

I have not received ANY response by you regarding my questions and concerns. This is in contradiction to the instruction that I should contact you if I have any questions or concerns.

YET, another clear irregularity is that I have already submitted my evidentiary documents to you/ your office for City Council Appeal,as provided for in the instructions and rules for my City Council Appeal, which I had to follow the rules and timeliness per those Appeal rules. **I should not be required to re-submit the same exact evidentiary documents.**

Had these documents been provided to City Council in a timely manner BY YOU, when originally submitted, this clear escalation of events would not be occurring. I repeatedly asked you if you had already submitted my Appeal and documents to City Council. You assured me that you had sent them to City Council, You even verified by email that you had sent them the documents and Appeal. If you did, in fact, send them to City Council, why was there no apparent scheduling of my Appeal at or near that time?

YET, your instructions in THIS instruction letter states that I have until May 29th,2026. THIS IS ALSO A MISTAKE BY YOU , or whoever instructed you to send me this document.

I have asked you to respond as to who instructed you about this letter, and you have refused to respond, despite my submitted questions and concerns. I have also , in my response, stated, for the record, that "The FIX IS IN".

I also notice that you cc'ed the City Attorney, the Planning Director, the City Manager, and the City Council, though no specific City Council Person, or the nine City Council Persons. Who instructed you to CC these people?

Accordingly, this letter ,effectively disregards the rules of the Appeal Process,as documented in the Appeal Process for the HAC and City Council. in conjunction with the HAC, and the continuing City Council Appeal.

BUT, what it does accomplish is circumventing the rules of Appeal, as they relate to City Staff including a copy of City Staff, which ,according to the rules, specifically states that there should not be a City staff

report, unless and until City Council consults the city staff. , which was never done. This, effectively violates the rules of Appeal/ or ignores the rules of Appeal.

Someone directed you to send this instruction letter, and I have already requested that you disclose who insrtucted you to prepare and send this letter, including the various CC's. This , per my perception is a gang up on Marowitz tactic.

Why contact /CC , the Planning Dorector, Jordan Klein? Why contact/CC the City Manager, Paul Buddenhagen? Why Cc the City Attorney, Farimah Brown?

I am asking these questions and I am entitled to reasonable responses BY YOU, sir. You are the go-between.

As I have preveiously stated, the Planning Director and the Building Official have already issued their positions, which is the basis for the Appeal to City Council.

The fact of the matter is that City staff, perhaps , the City Manager, are forcing this re0direction, and ganging up on me, as was done in the HAC Appeal. THis is the tactical strategy of the City and City Staff, to collaborate and conspire to deprive me of Proper Due Process.

So, I ask you, Mr. Numainville, why is this Abuse of Process occurring, with you in the middle/ the contact person?

Who instructed you with this re-direction of the Appeal process? Who prepared the letter of instruction? Who have you spoken to regarding this letter of instruction? Who directed you to CC each of these City Staff?

Again, in the instruction letter, it states that I am to ask any questions TO YOU. I did so, and you refused to respond, sir.

PLEASE RESPOND<ACCORDINGLY. Do not refuse to respond, as you refused to respond previously.

These emails will be a part of the record, for the Superior Court, if this escalates beyond City Council Appeal.

Andrew Marowitz

On Monday, March 30, 2026 at 04:34:33 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Numainville:

It is NOW the end of business on Monday, March 30 th,2026, and you failed to respond to any of my questions, which suggests that you are not at work, OR you refuse to answer any of my questions of fair due process, and proper citation of the rules of HAC Appeals, of which the City of Berkeley has set up. Accordingly, it appears that the City of Berkeley staff breaks these rules whenever and however it sees fit, without explanation.

As previously stated by me, the City of Berkeley and its staff have zero transparency and accountability, and cooperate and collaborate behind the scenes, robbing/ depriving me, as the Appellant , of FAIR AND IMPARTIAL DUE PROCESS, DEPRIVATION OF MY CIVIL RIGHTS.

I am simply describing and characterizing the events that City Staff have seemingly engaged in, and how deplorable the truth of this abuse of process truly is.

Andrew Marowitz ,Appellant of my EEE/ HAC Appeal, and now City Council Appeal.

On Saturday, March 28, 2026 at 05:32:17 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Numainville:

It occurs to me that I didn't receive any notification of City Council sending me the scheduled date of the Appeal. Why is that? Who was the individual who sent you the scheduled date of the Appeal? What rule(s) provide that you, AND ONLY YOU , will receive the scheduled date of Appeal? Why didn't I get that same scheduled date from City Council?

There are many questions that I have that are going unanswered. Why is that? Who did you send your inquiry of the status of the City Council Appeal before the date was scheduled? Why didn't I receive a copy of that inquiry?

I expect to have many additional questions upon further thought and concern for transparency and accountability.

Thus far, you are the ONLY person(s) I have exchanged emails with? Why is that?

Andrew Marowitz

On Saturday, March 28, 2026 at 12:11:01 PM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Numainville:

"A copy of the staff report and a City Council agenda will be available from this office upon request after 4:00 p.m. on Friday, May 29, 2026 or can be viewed on our website at: berkeleyca.gov/council-agendas".

It now occurs to me to demand that you should show me the actual RULE and Rule Number of the City Council Appeal process and protocol that explicitly states that a copy of the staff report is to be made available.

If you cannot, then you are part of the "FIX". Where did you get this provision, ie from the Building Official or the Planning Director? As previously stated, they are NOT to provide any further "assistance" in the Appeal process, unless specifically requested. And if requested, then I should be entitled to a copy of that specific request.

This inclusion is EXACTLY like the effort that you initiated by providing the Building Official witrh a copy, who ,presumably then prepared this staff report with collaboration of the Burr and the Deputy City Attorney. EXACTLY..... And you, in response, stated that Planning Dept rules require you to send it to them, though you provided no such rule, and I presume there is no such rule and rule number.

If you fail to provide any of these, then you are part of that operation. Loyal to the city staff, as your paycheck dictates.

Andrew Marowitz

I respectfully demand that you respond to this letter, point for point.

On Saturday, March 28, 2026 at 09:45:16 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net>

wrote:

"A copy of the staff report and a City Council agenda will be available from this office upon request after 4:00 p.m. on Friday, May 29, 2026 or can be viewed on our website at: berkeleyca.gov/council-agendas".

And there is the basis for favoring the HAC, the Buoilding Official, and the City Attorney staff, all colllectively working with each other behind and in front of the camera and paperwork.

BIAS and collaboration to work for the City interest, and against the public interest. And City Council always favors the interests of the City staff, unless there is gross errors. Procedural erros will be disregarded/ forgiven.

In Superior Court, Review gives no weight to City of Berkeley administrative processes. This is exactly what City Council should do. No weight to the staff report"

The table is set before the meal begins.

Andrew Marowitz

On Saturday, March 28, 2026 at 09:05:29 AM PDT, Andrew Marowitz <andrewmarowitz@sbcglobal.net> wrote:

Mr. Numainville:

Got it.

BUT, as before to me, this method of presentation is ineffective and EXTREMELY TIME LIMITED, as well as biased, as I expect that the same protocols will be in play.

The City Council will ask me few, if any questions, and there will likely be no exchange of thoughts, communications, or proof, and there will possibly be the same counter attendees.

Seven minutes is an ineffective justice system, and the City Council has a different undisclosed agenda, perhaps.

In any case, I will engage ,as I exhaust all administtrative remedies, before seeking a Superior Court judge, where justice places no time limits. And I can make motions tp question ajd challenge procedure, fairness and impartiality, bias, seeing all of the opposing evidence, etc.

Andrew Marowitz

On Wednesday, March 25, 2026 at 02:19:20 PM PDT, Numainville, Mark L. <mnumainville@berkeleyca.gov> wrote:

Andrew,

Please see the attached notice for the hearing regarding your property at 1615 Fairview.

The notice has also been sent via certified mail as the code requires.

Mark Numainville
City Clerk, City of Berkeley
(510) 981-6909
mnumainville@berkeleyca.gov

Attachment 9

NOTICE OF PUBLIC HEARING
BERKELEY CITY COUNCIL
APPEAL OF HOUSING ADVISORY COMMISSION DECISION FOR 1615 FAIRVIEW STREET REGARDING E3 INSPECTION REQUIREMENTS

The public may participate in this hearing by remote video or in-person.

The Department of Planning and Development is proposing adoption of a Resolution affirming the Housing Advisory Commission (HAC) decision to (1) deny the Appeal and affirm the Building Official's determination that 1615 Fairview Street is not in compliance with the Exterior Elevated Elements (E3) Inspection Program; and (2) uphold the associated fees consistent with Council-adopted policy and State law.

The hearing will be held on June 9, 2026 at 6:00 p.m. in the School District Board Room, located at 1231 Addison Street, Berkeley CA 94702.

A copy of the agenda material for this hearing will be available on the City's website at https://berkeleyca.gov/ as of May 29, 2026. **Once posted, the agenda for this meeting will include a link for public participation using Zoom video technology, as well as any health and safety requirements for in-person attendance.**

For further information, please contact Jeff Jensen at (510) 981-7427.
Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, or e-mailed to council@berkeleyca.gov in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

Communications to the Berkeley City Council are public record and will become part of the City's electronic records, which are accessible through the City's website. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the City Clerk. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the City Clerk at (510) 981-6900 or clerk@berkeleyca.gov for further information.

Posted: May 29, 2026
Notice pursuant to Berkeley Municipal Code 19.44.090.
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I hereby certify that the Notice for this Public Hearing of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on May 29, 2026.

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Mark Numainville, City Clerk
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27

ADENA ISHII
MAYOR OF BERKELEY

ACTION CALENDAR
June 9, 2026

To: Members of the City Council

Submitted by: Mayor Adena Ishii

Subject: Discussion about the desired qualifications for the next Director of Police Accountability.

RECOMMENDATION

Enter into a discussion between WBCP Inc. (Recruiter), and the Mayor and City Council to determine the ideal candidate profile for the next director of Office of the Director of Police Accountability for the City of Berkeley.

SUMMARY

The Office of Police Accountability requires executive leadership to: (1) oversee complaint intake, investigations, and findings; (2) manage reporting to the Police Accountability Board; (3) coordinate with the Berkeley Police Department on policy review and training recommendations; and (4) ensure timely public communications and case tracking. To recruit and hire a new director for the Office of the Director of Police Accountability, the Mayor and Council Search Subcommittee (Councilmembers Lunaparra and Humbert) are working with a recruiter, WBCP Inc. WBCP is working with the subcommittee to develop a transparent community process to recruit candidates and select the person who will best fit the needs of the City of Berkeley. For this recruiter to be most effective, she needs a better understanding of what stakeholders, community, and Council would like to see in these candidates. To provide this detail, the Mayor will hold a public discussion with the City Council about the ideal qualifications and characteristics for a candidate for this position. The outcome of this discussion, in tandem with feedback from the community, will govern the recruitment, interview and selection process.

FISCAL IMPACTS OF RECOMMENDATION

There are no fiscal impacts of this recommendation.

CURRENT SITUATION AND ITS EFFECTS

The Director of Police Accountability independently investigates complaints against sworn Berkeley Police Department (BPD) officers, recommends corrective actions, and audits police practices to ensure transparency. The Director also acts as Secretary to the Police Accountability Board (PAB). The City is conducting an active, publicly posted recruitment for the permanent

Director of Police Accountability, which became vacant in February 2026. On March 24, 2026, the City appointed Ms. Kathy Lee as interim Director, which enabled the City to maintain continuity during recruitment and onboarding of a new permanent Director.

As part of the recruitment process for the Director of Police Accountability, the recruiter, WBCP Inc., will engage with the full City Council to discuss the technical and professional competencies, ideal background, and experience, as well as the opportunities, priorities, and challenges for an incoming Director. This information will inform the ideal candidate profile and screening process.

Some questions that the Council should consider for discussion include:

1. What do you believe to be the most critical priorities for the new Director to focus on in their first 12-18 months?
2. What would you identify as the biggest challenges and areas of opportunity for a candidate stepping into this role?
3. What are the technical competencies, background and experience you see as critical to success in this role?
4. What are the interpersonal and leadership competencies you see as critical to success in this role?

Other engagement undertaken as part of the recruitment process has included a community meeting open to the public on May 26th, an online survey open to the public until June 10th, and individual meetings conducted by the recruiter with internal and external stakeholders identified by the Council Subcommittee, which consists of the Mayor, Councilmember Lunaparra and Councilmember Humbert.

RATIONALE FOR RECOMMENDATION

In order for the needs of the Office of the Director of Police Accountability to be addressed, the Mayor and Council must develop a set of criteria that they would like to see in an ideal candidate for Director of Police Accountability. This time for discussion will help to facilitate the generation of this list of criteria with Recruiter. The feedback elicited from this discussion between WBCP and the Mayor and City Council is instrumental to the generation of this list of criteria.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

No environmental impacts from this recommendation.

CONTACT PERSON

Adena Ishii, Mayor (510) 981-7100

Office of the City Manager

PUBLIC HEARING
June 9, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Maricar Dupaya, Budget Manager

Subject: Proposed Five-Year Capital Improvement Program (CIP) and Proposed Five-Year CIP Public Hearing No. 1

RECOMMENDATION

Accept the Proposed Five-Year (FY 2027 - FY 2031) Capital Improvement Program (CIP) for review and consideration by the City Council, conduct Public Hearing No. 1 on the Proposed Five-Year CIP, and final adoption for June 23, 2026.

FISCAL IMPACTS OF RECOMMENDATION

The Proposed Capital Improvement Program (CIP) outlines planned citywide capital projects for Fiscal Years 2027–2031. It provides proposed budget for FY 2027 and FY 2028 and is part of the biennial budget, covering capital project expenditures across the Capital Improvement Program Fund, Enterprise Funds, Grant Funds, Internal Service Funds, and Special Revenue Funds. Planned projects and anticipated funding sources for FY 2029–2031 are also provided.

Fiscal impacts may change based on Council direction and will be finalized with budget adoption on June 23, 2026.

CURRENT SITUATION AND ITS EFFECTS

The Proposed Five-Year CIP provides a comprehensive plan to address the City's infrastructure needs. It identifies specific capital projects and associated funding sources for the FY 2027 and FY 2028 Biennial Budget, as well as projected funding and planned projects for FY 2029–2031. The CIP also outlines the City's significant unfunded capital needs.

Following the presentation on the Proposed Five-Year CIP, staff requests that the City Council conduct the first public hearing on the CIP. Subsequently, the Budget and Finance Policy Committee and the City Council will continue deliberations on the Proposed Five-Year CIP and the Proposed Biennial Budget prior to final adoption on June 23, 2026.

The Proposed Five-Year (FY 2027 - FY 2031) CIP is a Strategic Plan Priority Project and supports the goals of providing an efficient and financially-healthy City government and providing state-of-the-art, well-maintained infrastructure, amenities, and facilities.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS
Actions included in the CIP will be developed and implemented in alignment with the City's environmental sustainability goals and requirements.

RATIONALE FOR RECOMMENDATION
This recommendation presents the Proposed Five-Year (FY 2027 - FY 2031) CIP to City Council and begins the first of several public hearings and discussions pertaining to the CIP and the Biennial budget, leading to final adoption on June 23, 2026.

The sequence of upcoming meetings below provides for public input, Committee and Council direction, and refinement of the Proposed Five-Year CIP and Biennial budget prior to adoption.

- May 28, 2026 - Budget and Finance Policy Committee: Proposed 5-Year CIP
- June 11, 2026 - Budget and Finance Policy Committee: Mayor's Budget
- June 9, 2026 – City Council: Public Hearing No. 1 on Proposed 5-Year CIP
- June 16, 2026 – City Council: Potential Discussion on Proposed Biennial Budget and 5-Year CIP
- June 23, 2026 – City Council: Public Hearing No. 2 and Adoption of Proposed Biennial Budget and 5-Year CIP

ALTERNATIVE ACTIONS CONSIDERED
No alternative actions have been considered.

CONTACT PERSON
Maricar Dupaya, Budget Manager, City Manager's Office, 981-7000

Attachments:
1: Public Hearing Notice

NOTICE OF PUBLIC HEARING
BERKELEY CITY COUNCIL

PROPOSED FY 2027 - FY 2031 CIP PUBLIC HEARING #1

The public may participate in this hearing by remote video or in-person.

The City Manager's Office is proposing a public hearing for the Proposed FY 2027-FY 2031 Capital Improvement Program, which is being presented to the City Council.

The hearing will be held on **Tuesday, June 9, 2026 at 6:00 p.m.** in the School District Board Room, 1231 Addison Street.

A copy of the agenda material for this hearing will be available on the City's website at www.CityofBerkeley.info as of May 29, 2026. **Once posted, the agenda for this meeting will include a link for the public participation using Zoom video technology, as well as any health and safety requirements for in-person attendance.**

For further information, please contact **Maricar Dupaya** at (510) 981-7000.

Written comments should be mailed or delivered directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, in order to ensure delivery to all Councilmembers and inclusion in the agenda packet.

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Posted: May 29, 2026

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I hereby certify that the Notice for this Public Hearing of the Berkeley City Council was posted at the display case located near the walkway in front of the Maudelle Shirek Building, 2134 Martin Luther King Jr. Way, as well as on the City's website, on May 29, 2026.

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Mark Numainville, City Clerk
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Communications

All communications submitted to the City Council are public record. Communications are not published directly to the City's website. Copies of individual communications are available for viewing at the City Clerk Department and through Records Online.

City Clerk Department
2180 Milvia Street
Berkeley, CA 94704
(510) 981-6900

Records Online
https://records.cityofberkeley.info/

To search for communications associated with a particular City Council meeting using Records Online:

1. Select Search Type = “Public – Communication Query (Keywords)”
2. From Date: Enter the date of the Council meeting
3. To Date: Enter the date of the Council meeting (this may match the From Date field)
4. Click the “Search” button
5. Communication packets matching the entered criteria will be returned
6. Click the desired file in the Results column to view the document as a PDF