



Commission on Aging  
Ethel Murphy, Chair  
Richard Castrillon, Commission Secretary

# COMMISSION ON AGING VIRTUAL MEETING AGENDA

South Berkeley Senior Center  
2939 Ellis St.  
Berkeley, CA 94703

Wednesday, April 21, 2021  
1:00 p.m.

## **Preliminary Matters**

1. Roll Call
2. Public Comments  
The public may comment about any item not on the agenda. Public comments are limited to two minutes per speaker. Public comments regarding agenda items will be heard while the Commission is discussing the item.
3. Approval of minutes from January 20, 2021. (Attachment A)

## **Discussion/Action Items**

The Commission may take action related to any subject listed on the Agenda. Public comments regarding agenda items will be heard while the Commission is discussing the item. Public comments are limited to two minutes per speaker.

4. Finalization of Work Plan 2021 (Attachment B)
5. Zoning Ordinance Amendments that Reform Residential Off-Street Parking; Amending Berkeley Municipal Code Title 14 and Title 23 (Attachment C)
6. Community Safety- Crime, Traffic Control, and Street Repair
7. Ohlone Park Senior Activity Area (Attachment D)
8. Tax Services for Seniors

## **Adjournment**

**PUBLIC ADVISORY:** THIS MEETING WILL BE CONDUCTED EXCLUSIVELY THROUGH VIDEOCONFERENCE AND TELECONFERENCE Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the April 14, 2020 meeting of the City Council will be conducted exclusively through teleconference and Zoom videoconference. Please be advised that pursuant to the Executive Order and the Shelter-in-Place Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, there will not be a physical meeting location available.

To access the meeting remotely: Join from a PC, Mac, iPad, iPhone, or Android device: Please use this URL <https://zoom.us/j/95022819483?pwd=M1kyOGlxdk5ubmVYUzAxWjBsNUc3QT09>. If you do not wish for your name to appear on the screen, then use the drop down menu and click on "rename" to rename yourself to be anonymous. To request to speak, use the "raise hand" icon by rolling over the bottom of the screen.

To join by phone: Dial 1-669-900-9128 and enter Meeting ID \_726 7423 9145\_. If you wish to comment during the public comment portion of the agenda, Press \*9 and wait to be recognized by the Chair.

Please be mindful that the teleconference will be recorded, and all other rules of procedure and decorum will apply for Council meetings conducted by teleconference or videoconference.

### **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 981-6418 (V) or 981-6347 (TDD)** at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.

Communications to Berkeley boards, commissions or committees 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 a City board, commission or committee, 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 secretary of the relevant board, commission or committee. 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 commission secretary for further information.

Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available for public inspection at the North Berkeley Senior Center located at 1901 Hearst Avenue, during regular business hours. The Commission Agenda and Minutes may be viewed on the City of Berkeley website: <http://www.cityofberkeley.info/commissions>.

#### **Secretary:**

Richard Castrillon  
Health, Housing & Community Services Department  
(510) 981-7777  
E-mail: [rcastrillon@CityofBerkeley.info](mailto:rcastrillon@CityofBerkeley.info)

#### **Mailing Address:**

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Health, Housing & Community  
Services Department  
Commission on Aging

**COMMISSION ON AGING  
VIRTUAL MEETING  
DRAFT MINUTES**

South Berkeley Senior Center  
2939 Ellis Street  
Berkeley, CA 94710

Wednesday, January 20, 2021  
1:00 p.m.

**1. Roll Call**

Present: (5) Porter; Murphy; Cochran; Collins; Blumstein

Absent: (1) Young

Excused Absent: (0)

Staff Present: (2) Tanya Bustamante; Richard Castrillon

Public: (1)

**2. Public Comment (0)**

**Discussion/Action Items**

**3. Re-election of Chair: Ethel Murphy**

M/S: Porter/ Blumstein

Ayes: Porter, Collins, Murphy, Cochran, Blumstein

Noes: None

Abstain: None

**4. Election of Vice-Chair: Alex Blumstein**

M/S: Porter/ Collins

Ayes: Porter, Collins, Murphy, Cochran, Blumstein

Noes: None

Abstain: None

**5. Development and finalization of Work Plan 2021**

Discussion; No action taken

**6. Referral Response: Zoning Ordinance Amendments that Reform Residential Off-**

**Street Parking; Amending Berkeley Municipal Code Title 14 and Title 23**

Discussion; Vote taken for Communication letter to be submitted to City Council

M/S: Porter/ Murphy

Ayes: Porter, Collins, Murphy, Cochran, Blumstein

Noes: None

Abstain: None

**Commissioners adjourned at 3:00 p.m.**

Minutes Approved on:

\_\_\_\_\_  
Richard Castrillon, Commission Secretary

## Commission on Aging: Fiscal Year 2021 Work Plan- DRAFT

### Commission mission statement

To enhance the quality of life for people 55 years and older in the Berkeley Community, and to increase public awareness of their contributions and needs by actively promoting their health, safety, independence and participation in our community.

### Commission Goals

To carry out its mission, the Commission on Aging will work in the following areas over the next year:

#### 1. Support Berkeley Age Friendly Initiatives

- a. Resources
  - i. Staff time
- b. Program activities
  - i. Staff time will be used to coordinate Age Friendly Forums, for coordination of commission meeting presentations from guests relevant to Age Friendly Initiative issues, and for the preparation of council submissions.
  - ii. Commission will hold Age Friendly Forums to inform the public of progress of Age Friendly Initiatives in presenting strategic plan to council. Commission will seek public input regarding strategic plan and discuss recommendations for submission to council. Commission will identify key issues in the Age Friendly Initiatives strategic plan and send liaisons to relevant commissions to ask for support for the Age Friendly Initiatives during public comment.
- c. Output(s)
  - i. Commission will develop recommendations for City Council regarding Age Friendly Initiatives.
  - ii. No forums will be held. The commission will instead incorporate surveys, virtual town hall meetings and public meetings.
- d. Outcomes
  - i. Short-term desired changes: Council adoption of Age Friendly Initiatives, long-term desired changes: Aging being considered in all city policies

#### 2. Advocate for Needs of Older Citizens in the Implementation of alternative & senior-friendly transportation modes

- a. Resources
  - i. Staff time
- b. Program activities
  - i. Staff time will be used for coordination of commission meeting presentations from guests relevant to scooter share program and for the preparation of council submissions.

- ii. Commission will seek public input regarding scooter share program and discuss recommendations for submission to council. Commission will designate two commissioners to research the implementation of scooter shares programs in other cities and report back to commission. Commission will send liaisons to Transportation Commission to address concerns during public comment.
- c. Output(s)
  - i. Commission will develop recommendations for City Council regarding scooter share initiative.
- d. Outcomes
  - i. Short-term desired changes: Delay of implementation of scooter share program until proper consideration can be given to concerns of aging population, long-term desired changes: Safe public sidewalks and downtown areas for older citizens

### **3. Advocate for Affordable Housing for Older Adults**

- a. Resources
  - i. Staff time
- b. Program activities
  - i. Staff time will be used for coordination of commission meeting presentations from guests relevant to affordable housing and for the preparation of council submissions.
  - ii. Commission will designate two commissioners to identify relevant City Council agenda items and report back to commission. Commission will send liaisons to Housing Advisory Commission to address concerns during public comment. Commission will form an ad-hoc subcommittee to research questions raised during discussion and report back on key issues in order to draft a recommendation. Commission will invite relevant speakers to present on key issues related to housing policy at commission meetings.
- c. Output(s)
  - i. Commission will develop recommendations for City Council regarding housing policies. Any Census data of homeless seniors in Berkeley will support this.
  - ii. No forums will be held. The commission will instead incorporate surveys, virtual town hall meetings and public meetings to address traffic lights and potholes.
- ci. Outcomes
  - i. Short-term desired changes: city support for ADUs, long-term desired changes: increased affordable housing options for older citizens.

**4. Examine the work-plans and agendas of other commissions for elder relevant items.**

e. Resources

i. Staff time

f. Program activities

i. Commissioners, with the assistance of staff, will do its best to examine the work-plans and agendas of other commissions for items that may affect the health, well-being, and community participation of the aging population and report back.

ii. When deemed helpful, the CoA will send liaisons to other commissions to state our position on relevant items. In other cases, we will simply communicate via email with these other commissioners.

g. Output(s)

i. Commission will develop information for City Council regarding those elements of other commission's policy development and/or planning that we deem relevant to senior concerns.

h. Outcomes

To ensure that the concerns of our elder community are reflected in all phases of the policy making and planning process.



Office of the City Manager

PUBLIC HEARING  
December 15, 2020  
*(Continued from December 1, 2020)*

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Jordan Klein, Interim Director, Planning & Development Department

Subject: Referral Response: Zoning Ordinance Amendments that Reform Residential Off-Street Parking; Amending Berkeley Municipal Code Title 14 and Title 23

RECOMMENDATION

Conduct a public hearing and upon conclusion select among proposed ordinance language options and take the following action:

Adopt first reading of an Ordinance amending Berkeley Municipal Code (BMC) Title 14 and Title 23 which would:

1. Modify Minimum Residential Off-street Parking Requirements
2. Impose Residential Parking Maximums in Transit-rich Areas
3. Amend the Residential Preferential Parking (RPP) Permit Program
4. Institute Transportation Demand Management (TDM) Requirements

SUMMARY

This report presents recommendations for implementing a residential off-street parking reform package. This proposal is a response to Policy 1 of the Green Affordable Housing Package (GAHP) Referral, which focuses on parking reform, and the Citywide Green Development Referral, which requests TDM for high-density residential projects. The Planning Commission met eleven times over the past four years to develop recommendations. Staff from multiple departments have been participating in an interdepartmental working group to evaluate and discuss proposals. Council is asked to consider proposals listed as Option A and Option B in the ordinance revisions.

FISCAL IMPACTS OF RECOMMENDATION

Reductions in off-street parking requirements are intended to make land and building area available, and to provide financial incentives, for additional housing units, particularly affordable units. Projects that include additional units will result in proportionally more inclusionary housing units and Affordable Housing Mitigation Fees. Otherwise, these changes are not expected to have a fiscal impact.

CURRENT SITUATION AND ITS EFFECTS

Reforming residential parking requirements and implementing a TDM program addresses Strategic Plan Priorities, advancing the City's goals to create affordable housing and to be a global leader in addressing climate change. City Council asked Planning Commission to review parking policies in 2015 and 2016 through the following two referrals (see Attachment 2):

*Green Affordable Housing Package Referral (October 27, 2015)* -- Reduce barriers to affordable housing production by researching two ideas:

Policy 1: Exchange off-street parking required for new development with affordable units and/or funding for affordable housing through the following ideas:

- Reduce/eliminate parking requirement for housing that offers TDM measures, car-sharing or shared-mobility programs.
- Implement parking maximums.
- Reduce/eliminate parking requirements for new housing that serves populations with low car ownership.
- Reduce/eliminate parking requirements for transit-intensive housing.
- Reduce parking requirements for new residential units near transit hubs.

Policy 2: Remove structural barriers to affordable housing development through improvements and streamlining of the permitting process.

*Citywide Green Development Requirements Referral (April 26, 2016)* – Apply the Commercial Downtown Mixed-Use District's (C-DMU) TDM regulations (e.g. bicycle parking, vehicle sharing spaces, RPP, unbundled parking, and transportation benefits) to projects with 75 or more units in commercial zoning districts.

Initial GAHP discussions focused on capturing affordable housing units in exchange for parking reductions, as requested in the referral. However, the passage of new State laws that mandated parking reductions near transit (see discussion of Assembly Bill 744 in staff reports provided as Links 9, 10, and 11) limited the City's ability to capture benefits. Furthermore, there were complications associated with levying a parking fee that would go towards the Housing Trust Fund (e.g., nexus fee studies required). As a result, the response to Policy 1 of GAHP was focused solely on parking reform. Policy 2 was similarly advanced as a result of new State laws, including amendments to the Housing Accountability Act, State Density Bonus law, and State ADU law and adoption of SB-35 (Streamlined Approval Process), and was addressed with City initiatives such as the Housing Action Plan, initiation of the Zoning Ordinance Revision Project, and the pending Analysis of Development Fees. These efforts are still active and are intended to reduce barriers to affordable housing development, as requested by GAHP referral Policy 2.



The Planning Commission began discussing a comprehensive parking reform package in January 2019. Between then and March 2020, it revisited this topic seven times, having focused discussions on parking minimums, parking maximums and transportation demand management requirements. Links to staff reports from these meetings (Links 2 through 7) are provided at the end of this report. Discussions began with an analysis of current regulations, recent development patterns and regulations in other cities, then moved on to analysis of research requested on specific topics to inform proposals.

The Planning Commission received presentations from City staff from Land Use Planning, Public Works Transportation, and from the non-profit organization TransForm (<https://www.transformca.org/>). The Transportation Commission, which received a presentation on the full parking reform proposal, provided feedback to planning staff at their February 20, 2020 meeting and appointed a representative to speak at the March 4, 2020 Planning Commission public hearing. AC Transit staff attended Planning Commission meetings where TDM was discussed and provided public comment on proposals.

The Transportation Division also engaged a consultant to conduct a Residential Parking Utilization Study to inform proposals (see Attachment 3). The study summarized on- and off-street parking capacity in and near multifamily residential developments of ten or more units<sup>1</sup>. The areas of the City that can accommodate ten or more units are located in the multi-family (R-3, R-4) and high density residential (R-S, R-SMU) and commercial districts. Most of these areas are within walking distance to commercial corridors, transit hubs and/or areas of the city that provide services and amenities to residents and visitors. Findings from the study suggest that on- and off-street parking for multi-family buildings of ten or more units is underutilized and that the average rate of car ownership (for buildings with ten or more units) is one car per two units, based on DMV registration information.

Attachment 4 provides “At-A-Glance Summaries” of parking reform topics that were discussed.

### *Planning Commission Recommendations*

After several meetings to discuss the issues and possible strategies, on March 4, 2020 the Planning Commission held a public hearing and recommended a set of draft Zoning Ordinance amendments to City Council for consideration. Minutes from that meeting are provided as Attachment 5. The Planning Commission’s recommendations are provided below. For Recommendations 1, 2 and 3, the Planning Commission’s recommendation

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<sup>1</sup> Staff chose the threshold of ten or more units for consistency with methodologies followed by King County, Washington, Washington DC, and Chicago when conducting similar parking utilization studies. Additionally, the Zoning Ordinance uses a threshold of ten or more units in higher-density residential districts for off-street parking requirements.

is indicated as Option A, and staff has provided alternate options for Council's consideration that are based on the results of the Residential Parking Utilization Study.

## 1. Modify Minimum Residential Off-Street Parking Requirements

*Option A – Eliminate off-street parking minimums for all new projects (except in ES-R and H Overlay Districts on roads less than 26 feet in width).*

*Option B – Eliminate off-street parking minimums for new projects of ten or more units in high density residential and commercial / mixed-use districts.*

Initial discussions at Planning Commission focused on staff's proposal to eliminate off-street residential parking requirements for projects with ten or more units (see Link 3). This proposal was informed by the Residential Parking Utilization Study's on- and off-street parking utilization rates and automobile registration rates in zoning districts allowing high density residential projects. The study did not include data collection or data analysis for low density residential districts (R-1, R-1A, R-2 or R-2A). Planning Commission expanded the reach of the proposal to include all units in all districts. The Transportation Commission reviewed this proposal as a discussion item at its February 20, 2020 meeting and agreed with the Planning Commission's direction. This bold move resonated with members of the public that participated in the Planning Commission and Transportation Commission meetings and requested visionary, forward-thinking policies. Option B returns to staff's initial recommendation. This option provides a more conservative approach, relying on findings in the Residential Parking Utilization Study. Extending this policy to lower density residential districts, not included in the study, may result in unintended consequences affecting the feasibility of future housing projects and/or create impacts to on-street parking.

For both options, off-street parking would still be required for projects in the Environmental Safety-Residential (ES-R) District, where preservation of off-street parking is an important factor in maintaining clear emergency access and evacuation routes. Similarly Option A applies parking minimums to projects in the Hillside Overlay (H) Districts located on roads that are less than 26 feet in width. To provide flexibility, these requirements could be waived with an AUP with Option A. Option B is more restrictive -- projects within the ES-R District and the H Districts could not reduce off-street parking requirements; however, residential projects in other districts could reduce parking minimums with an AUP.

## 2. Impose Parking Maximums in Transit-Rich Areas

*Option A – Implement parking maximums of 0.5 spaces per unit for projects with two or more units within 0.25 miles of high frequency transit<sup>2</sup> (except in ES-R and H Overlay Districts on roads less than 26 feet in width).*

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<sup>2</sup> High frequency transit includes major transit stops, as defined by Section 21064.3 of the California Public Resources Code or bus stops along a transit corridor with less than 15 minute headways during the morning and afternoon weekday peak periods.

*Option B – Implement parking maximums of 0.5 spaces per unit for projects with ten or more units within 0.25 miles of high frequency transit (except in ES-R and H Overlay Districts).*

Parking maximum proposals are often focused on transit-rich areas in order to encourage a shift from private vehicles to alternative modes where they are readily available. Proposed options would include exceptions for projects where the majority of units are deed-restricted as affordable, to ensure parking maximums would not introduce barriers to affordable housing projects due to possible financing requirements. Proposals also include an exception for projects located in the ES-R District and the H Districts -- or portions of the H Districts (for the same safety reasons stated in Recommendation 1, above). A map of Berkeley's transit-rich areas is provided in Attachment 6.

Option A applies the findings of the Residential Parking Utilization Study (see Link 3) to establish parking maximums on projects with two or more units. As stated in Recommendation 1, the parking study did not include data collection or analysis in low density residential zoning districts (R-1, R-1A, R-2 or R-2A) and did not consider impacts of parking maximums on project feasibility. Option B establishes parking maximums on projects with ten or more units – only applying the results of the Parking Utilization Study to the type and size of project that was studied.

### **3. Amend the Residential Preferential Parking (RPP) Permit Program**

*Option A: Prohibit residents of new projects of five or more units from obtaining RPP permits.*

*Option B: Prohibit residents of new projects of ten or more units from obtaining RPP permits.*

Current zoning and RPP regulations provide that residents of new projects that do not include parking in the C-DMU and the Car-Free Housing Overlay in the Southside Plan Area, as well as other projects that do not meet minimum parking requirements based on a Use Permit or Density Bonus concession, cannot obtain RPP permits. The Planning Commission expanded this element in the recommended parking reform package to exclude any new project with five or more units, in order to reduce demand for on-street parking and lessen impacts on RPP areas, which are generally located in lower density residential districts. Option B, the first proposal the Planning Commission considered, applies to projects with ten or more units, sharing the recommended threshold for the TDM proposal (see Link 1).

### **4. Institute TDM Requirements**

*Require the following TDM measures for projects of ten or more units:*

- *Provide off-street bicycle parking per the 2017 [Berkeley Bicycle Plan](#);*
- *Provide real-time transportation information displayed on monitors in project common areas;*

- Offer residents free monthly transit passes (one per bedroom, with a maximum of two passes per unit for projects with less than 100 units and one pass per bedroom for projects with 100 units or more), or equivalent Clipper Card credit, provided by the property manager for a period of ten years; and
- Require “unbundling” of off-street parking.

Many TDM options were researched and considered by the Planning Commission. Chosen measures were selected for their demonstrated effectiveness in reducing private vehicle travel and for their ease of administration (see Links 4 and 5). This proposal includes exemptions from the TDM requirements for projects with a majority of deed-restricted affordable units (for reasons stated in Recommendation 2, above) and projects located in the C-DMU District (where TDM requirements already exist) and in the Southside Plan Area (which is predominantly populated by students who receive transit passes from UC Berkeley).

Summary of Options

The table below shows how options relate to projects of different sizes:

Regulation	Projects Affected (number of units)			
	One or More	Two or More	Five or More	Ten or More
Parking Minimums	Option A	--	--	Option B*
Parking Maximums	--	Option A	--	Option B
RPP	--	--	Option A	Option B
TDM	Option A			

\* NOTE: Option B of Parking Minimums cannot be paired with Option A of Parking Maximums because Parking Maximums is less than required Parking Minimums.

Environmental Review

Pursuant to CEQA Guidelines Sections 15378(a), 15060(c)(2) and 15064(d)(3), environmental review is not required because the proposed Zoning Ordinance amendments are not a Project. The proposed Zoning Ordinance amendments do not meet the definition of a Project under CEQA Guidelines Section 15378(a), nor do they constitute activities covered by CEQA under CEQA Guidelines Section 15060(c)(2), because passage of the amendments themselves do not constitute a direct physical impact on the environment, nor would they result in an indirect, reasonably foreseeable physical impact on the environment. Due to the city-wide nature of the proposed amendments, and the diffuse impacts, if any, of physical changes to the environment that may result from the types of development encouraged by the proposed amendments, identifying and quantifying such potential changes would be highly speculative. Underlying zoning standards for density and lot development would remain unchanged. Pursuant to CEQA Guidelines Section 15064(d)(3), any change that is

speculative is not considered reasonably foreseeable. The proposed amendments do not include any provisions that would exempt or otherwise reduce environmental review required under CEQA for individual development projects.

## BACKGROUND

Most zoning districts in the City of Berkeley establish minimum off-street parking requirements for residential development.<sup>3</sup> Table 1 summarizes the basic parking requirements.

**Table 1 - Current Off-Street Parking Requirements**

<b>Zone(s)</b>	<b>Required Off-Street Parking Spaces</b>
R-1, R-1A, ES-R, R-2, R-2A	One space per unit
R-3, R-4 C-1, C-N, C-NS, C-SO, C-SA	One space per unit for projects of 10 or fewer units <sup>a</sup> OR One space per 1,000 GSF* of residential space for projects of more than 10 units <sup>a</sup>
C-W	One space per unit
C-DMU	One space per three units <sup>b</sup>
C-T	None
M-UR	One space per unit <sup>a,b,c</sup>
<sup>a</sup> 25% reduction for projects that house senior citizens <sup>b</sup> Can be reduced with Use Permit and TDM measures <sup>c</sup> May be satisfied by off-site leased parking and may be reduced 10% by providing motorcycle parking. *GSF = gross square footage	

Use Permits are also available to reduce these parking requirements in most districts subject to a traffic and parking study, offsetting measures such as TDM, and findings related to the adequacy of the remaining parking, non-detriment to neighborhoods, and restrictions on the availability of RPP permits. State Density Bonus Law separately provides for reduced parking standards and for waivers and concessions that are intended to address the affordability of housing development and the provision of additional housing units.

To aid with a response to parking reform referrals, Land Use Planning convened an inter-departmental working group with staff from the Transportation Division, Office of Economic Development, Office of Energy and Sustainable Development, Office of Emergency Services, and Fire Department to discuss parking-related policies and to ground-truth proposals. This multi-departmental collaboration was extremely helpful in identifying unintentional consequences of proposals and provided additional options for City Council to consider.

## ENVIRONMENTAL SUSTAINABILITY

Reducing minimum parking requirements and increasing the supply of housing near transit in the City of Berkeley would reduce vehicle miles traveled and greenhouse gas

<sup>3</sup> MU-LI, MM and M Districts do not permit residential development.

emissions. Instituting new TDM requirements would encourage mode shift away from private vehicle travel and towards more sustainable modes of transportation.

#### RATIONALE FOR RECOMMENDATION

Off-street parking is often underutilized and adds to the cost of new housing. Parking minimums and parking maximums, if applied appropriately, encourage a supply that meets demand. TDM requirements encourage alternatives to private vehicle use and provide support for more sustainable travel modes. The adoption of the proposed RPP restrictions would control on-street parking impacts.

The latest update to the City of Berkeley's Climate Action Plan indicated that approximately 59% of greenhouse gas emissions in Berkeley are attributable to transportation.<sup>4</sup> In order to achieve the goals laid out in the Climate Action Plan, it is essential that we employ strategies to reduce these emissions.

#### ALTERNATIVE ACTIONS CONSIDERED

A variety of alternate options were discussed as explained in the Planning Commission Recommendation section, starting on page 3 above.

The Planning Commission also considered establishing a fee amount for the existing Transportation Services Fee (TSF), or establishing a new Transportation Impact Fee. These these ideas were not recommended as part of this package because of the time and funding needed to conduct an impact fee study. City Council could refer this as a future action if there is a desire to implement these measures.

In addition, staff considered recommending a citywide TDM program (the current recommendation excludes the C-DMU and the Southside). Staff proposed to Planning commission exempting these areas from the program – C-DMU because it operates a TDM program and Southside because the student population is provided AC Transit EZ passes. However, upon further consideration and after Planning Commission made their recommendation, staff has recognized the benefits of a citywide TDM program – the most apparent being consistency across all districts. Some of the discrepancies between the programs are listed below:

	<b>C-DMU TDM Program</b>	<b>Parking Reform TMD Package</b>
Project Applicability	Projects greater than 20,000 square feet	Projects with ten or more units
Number of Transit Passes	1 per unit	1 per bedroom, with a cap of two passes per unit for projects with 100 units or fewer, and no cap for projects with more than 100 units.

<sup>4</sup> See "Climate Action Plan and Resilience Update", July 21, 2020.  
[https://www.cityofberkeley.info/Clerk/City\\_Council/2020/07\\_Jul/Documents/2020-07-21\\_Special\\_Item\\_05\\_Climate\\_Action\\_Plan\\_pdf.aspx](https://www.cityofberkeley.info/Clerk/City_Council/2020/07_Jul/Documents/2020-07-21_Special_Item_05_Climate_Action_Plan_pdf.aspx)

Duration of Transit Pass Offering	In perpetuity	For ten years
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Planning Commission recommended that transit passes be offered to residents for a period of ten years based on analysis provided by staff, comparing the cost of off-street parking to the cost of offering transit passes. Additionally, the ten year cap was chosen because travel behavior has evolved significantly over the past ten years -- due to car-share, bike-share and ridesharing innovations – and Planning Commission wanted flexibility to establish new TDM measures at a later date that meets future residents' needs.

To resolve this issue, City Council can refer to the Planning Commission development of amendments that apply the new TDM program citywide. These actions would need a public hearing at Planning Commission since they were not considered by Planning Commission at a previous meeting.

### CONTACT PERSONS

Justin Horner, Associate Planner, Planning and Development, 510-981-7476  
Alene Pearson, Principal Planner, Planning and Development, 510-981-7489

### Attachments:

1. Zoning Ordinance Amending Title 14 And Title 23 To Modify Minimum Residential Off-street Parking Requirements, Impose Residential Parking Maximums in Transit-rich Areas, Institute Transportation Demand Management (TDM) Requirements and Amend the Residential Preferential Parking (RPP) Permit Program
2. Green Affordable Housing Referral and Citywide Green Development Standards Referral
3. Residential Parking Utilization Study
4. At-A-Glance Summaries of Parking Reform Topics under Consideration
5. Minutes from March 4, 2020 Planning Commission meeting
6. Map Identifying Areas in Berkeley 0.25 Miles from Major Transit Stops and High Quality Transit Corridors
7. Public Hearing Notice

### Links to Planning Commission Staff Reports:

1. [March 4, 2020 – Parking Reform Package Public Hearing  
https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/2020-03-04\\_Item%209\\_Staff%20Report\\_Parking%20Reform.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2020-03-04_Item%209_Staff%20Report_Parking%20Reform.pdf)

## Residential Off-street Parking Reform

2. January 15, 2020 – Parking Maximums  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/2012-01-15\\_ITEM%2013\\_with%20all%20ATT\\_Parking%20Maximums%20Staff%20Report%201-15.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2012-01-15_ITEM%2013_with%20all%20ATT_Parking%20Maximums%20Staff%20Report%201-15.pdf)
3. December 4, 2019 – TDM and Parking Requirements  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/ITEM%209%20-%20combined.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/ITEM%209%20-%20combined.pdf)
4. October 2, 2019 – Proposed TDM Program  
[https://www.cityofberkeley.info/uploadedFiles/PLANNING\\_-\\_New/2019-10-02\\_PC\\_Item%209.pdf](https://www.cityofberkeley.info/uploadedFiles/PLANNING_-_New/2019-10-02_PC_Item%209.pdf)
5. July 17, 2019 – TDM and Parking Requirements  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3)
6. May 1, 2019 – Parking Referrals  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/2019-05-01\\_PC\\_Item%2010.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2019-05-01_PC_Item%2010.pdf)
7. February 6, 2019 – Green Affordable Housing Referral  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/2019-02-6\\_Item\\_10\\_GAH%20.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2019-02-6_Item_10_GAH%20.pdf)
8. October 18, 2017 – Consider Close-Out Referrals  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/2017-10-18\\_Item\\_10\\_Staff\\_Report\\_Close\\_Out\\_Complete.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2017-10-18_Item_10_Staff_Report_Close_Out_Complete.pdf)
9. February 15, 2017 – Green Affordable Housing Package  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/2017-02-15\\_Item%209\\_Green%20Affordable%20Housing-Combined.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2017-02-15_Item%209_Green%20Affordable%20Housing-Combined.pdf)
10. October 19, 2016 – Green Affordable Housing – Refining and Focusing Direction  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/2016-10-19\\_Item%2010-Combined.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2016-10-19_Item%2010-Combined.pdf)
11. September 21, 2016 – Green Affordable Housing Package  
[https://www.cityofberkeley.info/uploadedFiles/Planning\\_and\\_Development/Level\\_3\\_-\\_Commissions/Commission\\_for\\_Planning/2016-09-21\\_Item%209\\_Combined.pdf](https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2016-09-21_Item%209_Combined.pdf)



To Citizens of Berkeley:

**Please Support a Senior Activity Area in Ohlone Park**

Berkeley seniors have a wonderful opportunity in the next few weeks to support a space in Ohlone Park for a variety of senior activities: exercise, classes, music, and more.

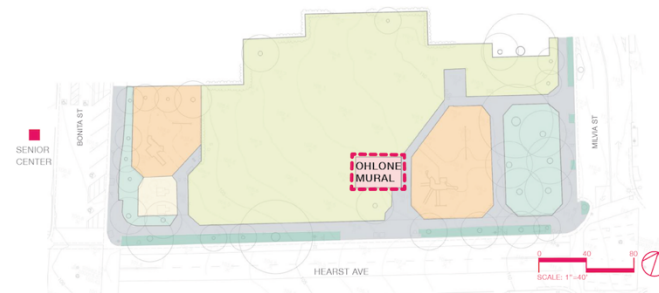
The section of Ohlone Park immediately east of the North Berkeley Senior Center will be completely redesigned with current bond monies. Below are two schemes provisionally suggested by the City of Berkeley design consultants. New playgrounds, a garden surrounding Jean LaMarr’s Ohlone Mural and new art by Ms. LaMarr will be put in place.

What’s missing is a space dedicated to senior activities. Members of the North Berkeley Senior Center (NBSC) Advisory Council and the Center staff were enthusiastic about the concept when Friends of Ohlone Park (FOOP) suggested it two years ago. This would be an easily accessible space near the Senior Center only 200 feet from the park. And it would be available for community participation.

**A dedicated senior activity area would be a first for Berkeley Parks!**

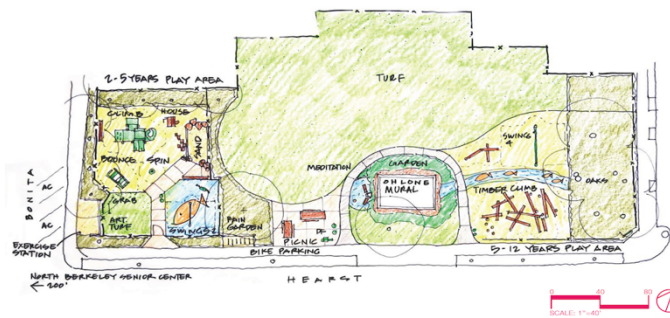


EXISTING CONDITIONS  
OHLONE PARK



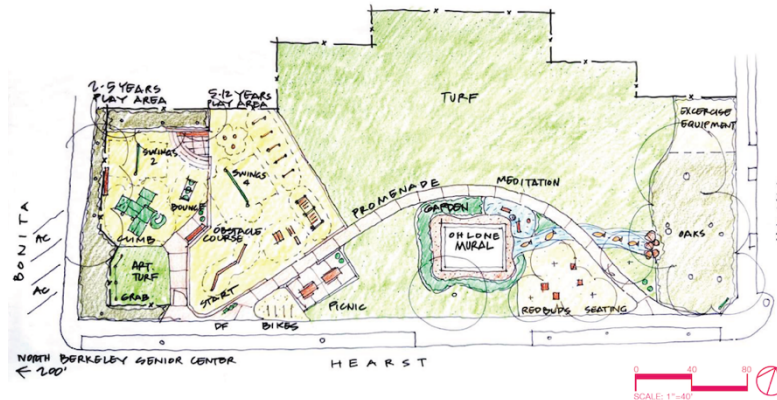
Current Park

CONCEPT SCHEME 1



Scheme One (two playgrounds separate)

## CONCEPT SCHEME 2



Scheme Two (two playgrounds joined)

A senior activity area, as simply a permeable smooth surface measuring 30' x 30', could be placed near, and to the rear, of the playgrounds in scheme two. Most likely adult use would happen while children are in school or daycare so there would be minimal conflict of uses.

**TO REALIZE THIS INNOVATIVE CONCEPT  
YOUR SUPPORT IS NEEDED!**

If you support the concept of a senior activity area please send a note before Friday, April 9, 2021 to the City Parks assistant civil engineer: Jesus Espinoza: [JEspinoza@cityofBerkeley.info](mailto:JEspinoza@cityofBerkeley.info)

There will be an additional Community Meeting sometime in April or May where the designers will present a revised design that incorporates public comment.

It would be useful for Friends of Ohlone Park to be cc'd in your note to help them know that community input is being incorporated into the final plans. FOOP email: [berkeleyfoop@gmail.com](mailto:berkeleyfoop@gmail.com)

This is not an official FOOP request. It comes from a neighbor and user of the facilities at the NBSC.

Thanks!  
Bernard Marszalek (ztangi (at) lmi.net)

March 15, 2021

PS. The slides presented at the first community meeting can be viewed here as a pdf. [https://www.cityofberkeley.info/uploadedFiles/Parks\\_Rec\\_Waterfront/Level\\_3\\_-\\_General/210304%20-%20Ohlone%20-%20Community%20Meeting%20-%20Presentation.pdf](https://www.cityofberkeley.info/uploadedFiles/Parks_Rec_Waterfront/Level_3_-_General/210304%20-%20Ohlone%20-%20Community%20Meeting%20-%20Presentation.pdf)