

PLANNING COMMISSION

LATE COMMUNICATION PACKET

Received after 12:00 p.m., February 5, 2019

Pearson, Alene

From: Jane Scantlebury <jscantlebury@lmi.net>
Sent: Wednesday, February 06, 2019 2:36 PM
To: Pearson, Alene
Subject: Planning meeting tonight

February 6, 2019 Planning Commission meeting

To: City of Berkeley Planning Commissioners

Re: REDUCE PARKING REQUIREMENTS IN ALL R-DISTRICTS and near TRANSIT

From: Jane Scantlebury, member of South Berkeley Now.

Dear Planning Commissioners:

I urge you to reduce parking requirements. It's time to make housing immediately available. Reducing parking requirements will encourage housing and discourage cars which is what we are striving for in this era of climate change. Cars already take up too much real estate, property that could be used for housing.

I urge adoption of Green Affordable Housing measures that will minimize or eliminate new parking construction in Berkeley and ask the Planning Commission to immediately vote to make the following changes to the City Zoning Ordinance:

- 1) Eliminate the need for variance findings for reduced parking in all R-Districts;
- 2) Eliminate parking requirements for all new construction within 1/2 mile of BART stations and major bus lines;
- 3) Reduce the base amount of parking required in all R-Districts; and
- 4) Institute parking maximums for all projects with 10 or more units.

Thank you for your consideration.

Sincerely,
Jane Scantlebury

Pearson, Alene

From: Nuha Khalfay <eavp@asuc.org>
Sent: Wednesday, February 06, 2019 12:58 PM
To: Pearson, Alene
Subject: In Support of Eliminating the City's Parking Mandates
Attachments: In Support of Parking Limits - Google Docs.pdf

Dear Secretary Pearson and Members of the Planning Commission,

My name is Nuha Khalfay, I am a student at UC Berkeley and I serve as the External Affairs Vice President of the ASUC . Please find attached a letter signed by all 25 ASUC elected officials representing over 30,000 UC Berkeley students that expresses our support for eliminating the City of Berkeley's parking mandates. .

Eliminating these parking requirements will encourage us to build more climate-friendly, affordable housing, which we are in dire need for.

Best,
Nuha

--



Nuha A. Khalfay
External Affairs Vice President
[Associated Students of the University of California](#)
(415) 290-1018 | bCal: nuhak@berkeley.edu
she/her pronouns

Follow ASUC EAVP on our social media channels:



February 6, 2019

ASUC
Associated Students
UNIVERSITY OF CALIFORNIA



Planning Commission

1947 Center Street

Berkeley, CA 94704

Re: In Support of the Green Affordable Housing Package Referral

To the City of Berkeley Planning Commission,

On behalf the Associated Students of the University of California, representing the nearly 42,000 students of UC Berkeley, we are writing to express our strong support for the Green Affordable Housing Package Referral.

Increased housing density is urgently required in the City of Berkeley, especially in student-heavy areas where the over-enrollment of the campus and the implications of the broader housing crisis have created an epicenter of housing troubles. The requirement to include parking spaces in new developments severely limits the density at which we can build. Parking spaces are extremely expensive to design and construct on the developer side, which makes it less financially feasible to include more important elements such as affordable housing units. While the 2012 Downtown Plan reduced the parking requirements in the downtown area to a relatively progressive ratio, the Planning Commission must continue these efforts by doing the same in other parts of Berkeley.¹

We understand parking is an important amenity for many. However, students here in Berkeley are driving at profoundly low rates. Survey data from the campus indicates that only 5% of Berkeley students use motorized vehicles to get to and from campus, with 11% using public transportation and 84% walking or biking.² These walkable lifestyles indicate a distinct need to rethink how we plan our cities and new housing developments. City policy should be encouraging these environmentally sustainable habits, rather than keeping in place the archaic parking requirements that enable car dependency.

We are inspired by the efforts of Supervisor Jane Kim in San Francisco, who led the charge to make San Francisco the first major city in the country to eliminate minimum parking requirements for all kinds of development.³ We believe that it is Berkeley's obligation to its residents and to the planet to quickly follow suit.

Sincerely,

Alexander Wilfert, ASUC President
Hung Huynh, ASUC Executive Vice President
Nuha Khalfay, ASUC External Affairs Vice President
Melany Amarikwa, ASUC Academic Affairs Vice President
Sophie Bandarkar, ASUC Student Advocate
Sarah Abdeshahian, ASUC Campus Organizing Director
Dominick Williams, ASUC Legislative Director

¹<https://www.eastbayexpress.com/SevenDays/archives/2015/10/05/berkeley-councilmember-lori-droste-proposes-reforms-to-prioritize-affordable-housing-over-parking>

²https://opa.berkeley.edu/sites/default/files/where_berkeley_students_live_0.pdf

³<http://www.sfxaminer.com/minimum-parking-requirements-way-sf/>

2/6/19

Re SB 1227

I was reading the Staff Report from January 16th, and there seems to be some confusion regarding Density Bonus requirements for student housing. In order to qualify for a density bonus under SB 1227 a project must be populated entirely with students, and the developer must sign a master lease with a school and rent only to students from that school. The law's pretty easy to understand without interpretation (my emphases added):

Gov't Code 65915(F)(i)(F)(i): Twenty percent of the total units for lower income students in a student housing development that meets the following requirements:

*(I) All units in the student housing development will be used exclusively for undergraduate, graduate, or professional students enrolled full time at an institution of higher education accredited by the Western Association of Schools and Colleges or the Accrediting Commission for Community and Junior Colleges. **In order to be eligible under this subclause, the developer shall, as a condition of receiving a certificate of occupancy, provide evidence to the city, county, or city or county that the developer has entered into an operating agreement or master lease with one or more institutions of higher education for the institution or institutions to occupy all units of the student housing development with students from that institution or institutions.*** An operating agreement or master lease entered into pursuant to this subclause is not violated or breached if, in any subsequent year, there are not sufficient students enrolled in an institution of higher education to fill all units in the student housing development.

(II) The applicable 20-percent units will be used for lower income students. For purposes of this clause, "lower income students" means students who have a household income and asset level that does not exceed the level for Cal Grant A or Cal Grant B award recipients as set forth in paragraph (1) of subdivision (k) of Section 69432.7 of the Education Code. The eligibility of a student under this clause shall be verified by an affidavit, award letter, or letter of eligibility provided by the institution of higher education that the student is enrolled in, as described in subclause (I), or by the California Student Aid Commission that the student receives or is eligible for financial aid, including an institutional grant or fee waiver, from the college or university, the California Student Aid Commission, or the federal government shall be sufficient to satisfy this subclause.

(III) The rent provided in the applicable units of the development for lower income students shall be calculated at 30 percent of 65 percent of the area median income for a single-room occupancy unit type.

(IV) The development will provide priority for the applicable affordable units for lower income students experiencing homelessness. A homeless service provider, as defined in paragraph (3) of subdivision (d) of Section 103577 of the Health and Safety Code, or institution of higher education that has knowledge of a person's homeless status may verify a person's status as homeless for purposes of this subclause.

EAST BAY FOR EVERYONE

Planning Commissioners:

East Bay for Everyone writes on behalf of our members and supporters in Berkeley and around the region to urge you to eliminate all minimum parking mandates for the city. Requiring parking worsens our climate crisis and our housing crisis, and eliminating them can help us build a more livable and sustainable Berkeley.

Last summer the Berkeley City Council voted unanimously to declare a climate emergency. Now is an opportunity for the Planning Commission to match that declaration with bold action. Cars are the largest source of greenhouse gas emissions in California, and represent 60% of emissions in the City of Berkeley. While emissions from power generation have fallen, emissions from cars were up 8.5% in Berkeley over the past year. Research has linked oversupplied and underpriced parking to greater car use, with one study finding that parking reform could cut 15% of vehicle miles traveled in the US. Cars fill the space allotted to them, and when we require parking it undermines our city's goals for transit, biking, and walking.

Berkeley cannot meet our climate goals without reducing our dependence on cars, and we cannot do that if we do not move away from car centric policies of urban planning. Every parking space built is a piece of fossil fuel infrastructure, embodying the carbon emissions of the cars that will fill it. Currently, Berkeley requires all new homes and businesses come with that fossil fuel infrastructure. You now have an opportunity to end this destructive policy by eliminating minimum parking mandates on all new residential, retail, and commercial space.

Parking minimums not only worsen the climate crisis, they worsen our housing crisis by driving up the cost of building new homes. Each structured parking space costs on average \$40,000 to build, and can increase the cost to build a new home by as much as 20%. Minimum parking requirements also played a key role in killing off production of missing middle housing types like fourplexes, dingbats, and courtyard apartments. By eliminating minimum parking mandates, we can help revive the forms that historically served as the backbone of naturally affordable housing.

Pearson, Alene

From: cate <cate@greendwellings.com>
Sent: Wednesday, February 06, 2019 8:26 AM
To: Pearson, Alene
Cc: 'Clarke Teresa '; Betsy Thagard
Subject: Berkeley Energy Commission Fossil Free Berkeley Report

Dear Berkeley Planning Commissioners,

I am writing to share with you the Energy Commission's final report, "Fossil Free Berkeley," recommending options to accelerate greenhouse gas (GHG) reductions in response to the City Council's adoption of the Climate Emergency Resolution on June 12, 2018. (You can find the report under [Late Communication on the Agenda](#) for the Energy Commissions Jan. 23rd linked Agenda.)

I am sharing this because some of the Energy Commission's recommendations relate to policies being reviewed by the Planning Commission, specifically relaxation of parking requirements. The Energy Commission is recommending that the City consider relaxing parking requirements along with other zoning restrictions as a way to facilitate electrification and other energy efficiency measures in buildings.

I understand that the Planning Commission is looking at relaxation of parking requirements as a way to provide more affordable housing. As we expect the new housing these changes will precipitate to be around for decades to come, it is wise to ensure that they start their lives as good neighbors, minimizing their climate impacts.

Buildings are the second largest sources of GHGs in Berkeley and the largest source in the country. Reducing their energy use and shifting those uses to electricity is key to GHG reduction strategies. New electric heating technologies and a cleaner electricity grid make all-electric buildings vastly cleaner than their fossil fuel powered counterparts.

Current parking requirements in the city planning code are increasingly outmoded in the face of expanding ride sharing and ride hailing options in the city. They are also counter to climate and environmental goals of decreased fossil fuel vehicle use. Reduced parking requirements supports reduced vehicle ownership and in theory reduced vehicle related GHG emissions.

While current parking requirements are outmoded in our changing world, releasing property owners from current statutory requirements for parking represents a significant financial windfall. The significance of this windfall varies depending on the size, location and zoning for the property and the development intentions of the property owner. Offering a range of community benefits will help to better match community benefits requirements to individual development projects.

Thank you so much for your work and your consideration. We would be happy to discuss the results of this report with you further at your convenience.

Sincerely,

Cate Leger
Berkeley Energy Commissioner
2320 McGee Avenue
Berkeley, CA 94703

Pearson, Alene

From: Kyndall Dowell <kyndall0926@berkeley.edu>
Sent: Tuesday, February 05, 2019 11:04 PM
To: Pearson, Alene
Subject: In Support of Eliminating the City's Parking Mandates

Dear Secretary Pearson and Members of the Planning Commission,

My name is Kyndall Dowell and I am a student at UC Berkeley. I am writing to express my support for eliminating the City of Berkeley's parking mandates. These arbitrary requirements drive up the cost of housing, with each underground parking space costing over \$30,000 to build. Furthermore, these rules encourage people to drive, contradicting our sustainability goals.

Eliminating these parking requirements will encourage us to build more climate-friendly, affordable housing, which we so desperately need.

Sincerely,
Kyndall Dowell

Pearson, Alene

From: Laura Stevens <laura4300@comcast.net>
Sent: Tuesday, February 05, 2019 7:31 PM
To: Pearson, Alene
Subject: REDUCE PARKING REQUIREMENTS IN ALL R-DISTRICTS and near TRANSIT

Dear Ms. Pearson: I wholly support the measure to reduce parking requirement in all R district and along transit routes. This measure would be a major step in creating more housing, which is desperately needed! Thanks for your consideration, Laura Stevens

Pearson, Alene

From: Johnny Nguyen <johnnynguyen@berkeley.edu>
Sent: Tuesday, February 05, 2019 7:12 PM
To: Pearson, Alene
Subject: In Support of Eliminating the City's Parking Mandates

Dear Secretary Pearson and Members of the Planning Commission,

My name is Johnny Nguyen and I am a student at UC Berkeley. I am writing to express my support for eliminating the City of Berkeley's parking mandates. These arbitrary requirements drive up the cost of housing, since each underground parking space costs over \$30,000 to build. Furthermore, these rules encourage people to drive, contradicting our sustainability goals.

Eliminating these parking requirements will encourage us to build more climate-friendly, affordable housing, which we are in dire need for.

Thank you,
Johnny Nguyen

"Never doubt that a few caring people can't change the world, for that's all who ever have."

Pearson, Alene

From: Joshua Holman <thejoshuaholman@berkeley.edu>
Sent: Tuesday, February 05, 2019 4:14 PM
To: Pearson, Alene
Subject: In Support of Eliminating the City's Parking Mandates

Dear Secretary Pearson and Members of the Planning Commission,

My name is Joshua Holman and I am a student-athlete at UC Berkeley. I am writing to express my support for eliminating the City of Berkeley's parking mandates. These arbitrary requirements drive up the cost of housing, since each underground parking space costs over \$30,000 to build. Furthermore, these rules encourage people to drive, contradicting our sustainability goals.

Eliminating these parking requirements will encourage us to build more climate-friendly, affordable housing, which we are in dire need for.

Sincerely,

Joshua Holman

--

Joshua Holman

University of California, Berkeley

B.A. in African American Studies - Major | History & Race and Law - Minor '20

Space & Program Logistics Coordinator | African American Student Development (AASD)

(281) 907-1646 | thejoshuaholman@berkeley.edu | [LinkedIn](#)

Pearson, Alene

From: Phyllis Orrick <poberkeley@gmail.com>
Sent: Tuesday, February 05, 2019 4:12 PM
To: Pearson, Alene
Subject: Please act to reduce or eliminate parking requirements

Hello,

As a longtime resident and homeowner in the San Pablo corridor and a retired transportation researcher, I would like you to record my support for CM Droste's efforts to reform Berkeley's parking minimums and ideally eliminate them completely. That would free up space and dollars for housing people as opppsed to cars.

Given the long life of urban infrastructure, it's critical that at this point in our efforts to attack the housing crisis in our city that we not lock in concessions for a transport mode (private single owner vehicles) that may become obsolete by mid-century I'd not before.

Please support staff efforts to identify the most effective way to reduce our subsidies of auto ownership.

Best,

Phyllis Orrick
Kains near Virginia.

Pearson, Alene

From: Kylie Murdock <kyliemurdock@berkeley.edu>
Sent: Tuesday, February 05, 2019 3:31 PM
To: Pearson, Alene
Subject: In Support of Eliminating the City's Parking Mandates

Dear Secretary Pearson and Members of the Planning Commission,

My name is Kylie Murdock and I am a student at UC Berkeley. I am writing to express my support for eliminating the City of Berkeley's parking mandates. These arbitrary requirements drive up the cost of housing, since each underground parking space costs over \$30,000 to build. Furthermore, these rules encourage people to drive, contradicting our sustainability goals.

Eliminating these parking requirements will encourage us to build more climate-friendly, affordable housing, which we are in dire need for.

Sincerely,
Kylie Murdock

--

Kylie Murdock
UC Berkeley Class of 2020
B.S. Environmental Science
Minor in Environmental Economics and Policy
kyliemurdock@berkeley.edu

Pearson, Alene

From: Ariana De La Fuente <ariana.delafuente@berkeley.edu>
Sent: Tuesday, February 05, 2019 2:09 PM
To: Pearson, Alene
Subject: In Support of Eliminating the City's Parking Mandates

Dear Secretary Pearson and Members of the Planning Commission,

My name is Ariana De La Fuente and I am a student at UC Berkeley. I am writing to express my support for eliminating the City of Berkeley's parking mandates. These arbitrary requirements drive up the cost of housing, with each underground parking space costing over \$30,000 to build. Furthermore, these rules encourage people to drive, contradicting our sustainability goals.

Eliminating these parking requirements will encourage us to build more climate-friendly, affordable housing, which we so desperately need.

Sincerely,
Ariana De La Fuente

Pearson, Alene

From: Erick Ponce-Furlos <eponcefurlos@berkeley.edu>
Sent: Tuesday, February 05, 2019 1:02 PM
To: Pearson, Alene
Subject: Eliminate Parking Requirements

Dear Secretary Pearson and Members of the Planning Commission,

My name is Erick Ponce-Furlos and I am a student at UC Berkeley. I am writing to express my support for eliminating the City of Berkeley's parking mandates. These arbitrary requirements drive up the cost of housing, with each underground parking space costing over \$30,000 to build. Furthermore, these rules encourage people to drive, contradicting our sustainability goals.

Eliminating these parking requirements will encourage us to build more climate-friendly, affordable housing, which we so desperately need.

Sincerely,

Erick Ponce-Furlos

Undergrad | Political Science
Cell: 323.816.1993 | Email: eponcefurlos@berkeley.edu