

December 1, 2019

To: City of Berkeley Planning Commissioners for Planning Commission meeting
December 4, 2019

Re: Proposed Transportation Demand Management Program and Reduction of
Parking Requirements

From: Teresa Clarke, on behalf of South Berkeley NOW! Steering Committee

Dear Planning Commissioners:

We are pleased to see the item regarding TDM measures and reduced parking requirements on the agenda. We support the proposal to eliminate parking minimums, and to institute parking maximums and a Transportation Demand Management program. However, we recommend that the proposal include a few additional elements that are crucial to creating a comprehensive housing, climate, and transportation policy. The urgency of the housing and climate crises cannot afford a piecemeal approach at this time. With these additions, we would wholeheartedly support the policy and would strongly urge the Planning Commission to vote to approve it.

Please include the following additional elements to ensure we create a comprehensive policy for the city as a whole:

- 1) Include ALL lot sizes in the proposal, not just the ones for 10 units or more;
- 2) Within 1/2 mile of BART stations and major bus stops, eliminate parking minimums for ALL new housing on ALL lot types- large and small, in ALL zoning districts;
- 3) Eliminate the need for variance findings when a parking reduction is requested;
- 4) Reduce the base amount of parking required in ALL districts that maintain a parking requirement.

First, if we want a range of infill housing development that increases use of transit, walking and biking, there is no logical reason to maintain parking minimums on lots under 10 units- ALL size lots should be included not only lots large enough for more than 10 units.

Second, within ½ mile of a major transportation stop, ALL residential districts- (R-1, R-2, R-3 and R-4) should not have a parking minimum for new housing. Study after study has shown that residents living within ½ a mile of major transit have higher rates of public transportation use over a personal vehicle. Requiring fewer parking spaces will allow more housing to be built, will reduce the cost of building, and will lower Berkeley's greenhouse gas emissions by encouraging residents to walk, bike and take public transit.

Third, we must eliminate the parking variance altogether and for those lots that continue to have some required parking, the amount should be reduced. We must be able to allow all homeowners to add housing units on their properties without adding parking. The current parking required for small projects of lots under 10 units is a 1:1 ratio of parking to residential unit. This is too high and no reduction is allowed except with a variance and it is a rare case where the variance findings could be made. Without the requirement for new parking, smaller parcels of land could provide thousands of small infill units without disrupting existing neighborhood patterns in Berkeley's lower density neighborhoods.

We must change the Zoning Code to reflect our current and our long-term needs for housing, transit and for reduced pollution and CO2 emissions. **We need a comprehensive policy for the whole city, not just some districts and some size projects. The time for a comprehensive policy is NOW.** The urgency of the housing and climate crises cannot afford a piecemeal approach. We urge the Planning Commission to make these additions to the policy and to make the code changes as soon as possible.

Sincerely,

Teresa Clarke

On behalf of SBN! Steering Committee: Ariella Granatt, Betsy Thagard, Deborah Matthews, Jodi Levin, Jon Lau, Matt Lewis, Peter Waller and Tomm Sciortino.

Lapira, Katrina

From: Chris Schildt [mailto:cschildt@gmail.com]

Sent: Tuesday, December 3, 2019 1:50 PM

To: Horner, Justin <JHorner@cityofberkeley.info>; Pearson, Alene <apearson@cityofberkeley.info>; Robb Kapla <rwkapla@gmail.com>

Subject: Questions re: Proposed TDM and reduced parking requirements agenda item

Hi Justin,

Here are some questions that I have about the staff report and consultant study for the traffic demand management/reduced parking requirements agenda item for tomorrow's Planning Commission meeting:

- The report says that average occupancy for off-street residential is 54%. What percentage is considered "fully occupied"? 80%? 90%?
- For the buildings that offer unbundled parking, what is the lease up rate for the parking spots? How many of the parking spots are not being paid for?
- How does unbundling parking work with the BMR program? Are residents of BMR units provided a discount on the parking cost, as well? Could we build that into the TDM program? Also, what accommodations in unbundled parking are made for people who need vehicles for access needs?
- Regarding shuttles, I'm curious why the google/tech buses are missing from the list of private shuttles operating in Berkeley. I know there are ~3-4 of them every morning at the Ashby BART station.

Alene -- could you include this as a late communication for the agenda packet?

Thanks,
Chris