



Office of the City Manager

PUBLIC HEARING

January 26, 2021

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Liam Garland, Director, Public Works

Subject: Amend BMC Chapter 14.52 Authorizing goBerkeley Parking Program at All Parking Meters

RECOMMENDATION

Conduct a public hearing, and upon conclusion adopt first reading of an Ordinance amending Berkeley Municipal Code (BMC) Chapter 14.52 to add all parking meter areas to the goBerkeley parking program, thereby authorizing the use of demand-responsive parking management citywide under the existing goBerkeley fee structure and program guidelines.

FISCAL IMPACTS OF RECOMMENDATION

There are no immediate fiscal impacts of allowing all existing parking meters to be managed under the goBerkeley program. The attached Ordinance makes all meters in the City eligible for demand-responsive rate adjustments under existing goBerkeley program guidelines.

CURRENT SITUATION AND ITS EFFECTS

Prior to March 2020, the City of Berkeley's parking meters were managed in two ways:

- In goBerkeley program areas, prices were set based on observed parking demand, increasing or decreasing rates to achieve 65-85% optimal parking occupancy.¹ goBerkeley areas specified in BMC Chapter 14.52.010 include the Downtown Berkeley, Southside/Telegraph, Elmwood, Euclid/Hearst, and North Shattuck commercial districts.
- In all other metered commercial areas, the price was set at a flat rate of \$1.50/hour.

In response to the ongoing pandemic and its resulting effects on the local economy, the City's parking meters have been managed under emergency guidelines, allowing maximum flexibility in the face of unpredictable circumstances. After several weeks of providing parking at no charge, prices resumed at \$0.50/hour at all meters citywide on

¹ Periodic program adjustments were made in compliance with the July 12, 2016 Resolution No. 67,613-N.S. that specifies how demand-responsive on-street and off-street parking is implemented within goBerkeley parking program areas. Resolution available at <https://bit.ly/3kJoev1>.

June 1, 2020. Since then, rates have been periodically adjusted based on observed parking occupancy levels as the economy gradually reopens. Prices have ranged from \$0.50/hour in areas of lower demand to \$3.00/hour in Downtown Berkeley, where demand grew the most last fall. In December, the City lowered parking rates in Downtown Berkeley to reflect changing demand due to reimposed restrictions. Current prices are provided on the City's website and are updated prior to adjustments going into effect.² All prices are displayed on parking meter screens and the ParkMobile contactless payment app.

Staff have managed pricing since June 2020 in keeping with existing goBerkeley program guidelines, adjusting rates in discrete commercial districts by increments of no more than \$0.50 when parking is too full. Under emergency conditions, demand-responsive pricing is proving successful in managing demand both in existing goBerkeley areas and in metered areas previously set at a flat rate.

After the most recent price adjustment on November 2, 2020, nearly half of all metered spaces in the City were cheaper than the standard \$1.50 rate defined in BMC 14.52.120, with one-third of parking meters set at the lowest rate of \$0.50/hour. While these prices are subject to change as the economy recovers and localized parking demand returns, it is likely that the \$1.50/hour rate may have been too high for some commercial areas prior to the pandemic, particularly the University Avenue and San Pablo Avenue corridors.

The standard \$1.50/hour rate is also proving too low in other areas to properly manage strengthening parking demand, most notably on Fourth Street. After incremental rate adjustments, the \$1.50/hour maximum rate was reached on August 31, 2020. Recent observations indicate that on-street parking demand in this area is strong and parking remains full, despite the availability of free private off-street lots (totaling 282 spaces). This suggests that \$1.50/hour is too low a price to achieve optimum parking availability in this area.

The attached Ordinance would extend goBerkeley management to all meters in the City. This would formally authorize the current "right size" of \$0.50/hour and \$1.00/hour parking in areas of lower demand and allow staff to incrementally increase prices beyond the standard \$1.50/hour rate in districts that are too full.

Authorizing goBerkeley demand-responsive parking management citywide is a Strategic Plan Priority Project, advancing our goals to:

- provide state-of-the-art, well-maintained infrastructure, amenities, and facilities;
- foster a dynamic, sustainable, and locally-based economy; and
- be a global leader in addressing climate change, advancing environmental justice, and protecting the environment.

² "COVID-19 Parking Information," accessed 11/17/20 via <https://bit.ly/2IBG0Es>

BACKGROUND

The City uses parking meters to manage parking demand, particularly in commercial areas where parking availability and turnover are critical for visitor access and convenience. The goBerkeley program consists of a suite of strategies and initiatives designed to improve economic vitality and reduce greenhouse gas emissions. The program features improved parking availability that improves pedestrian and bicyclist safety by reducing the likelihood of incidents of distracted driving as drivers search for parking. Clearer signage and longer on-street parking time limits also provide better customer service.

ENVIRONMENTAL SUSTAINABILITY

Allowing flexible parking pricing under established goBerkeley parking program guidelines improves the City's ability to manage its public parking resources, reducing traffic congestion and vehicle emissions as drivers are anticipated to spend less time searching for available parking spaces. Demand-responsive parking pricing is a proven tool that will help the City meet its established Climate Action Plan goals, including reducing transportation emissions 80% below 2000 levels by 2050.³

RATIONALE FOR RECOMMENDATION

Under goBerkeley, staff utilize evidence-based pricing and longer time limits to achieve a host of transportation and climate benefits. As the City confronts an unpredictable set of circumstances affecting the local economy, emergency demand-responsive pricing is already proving effective in "right sizing" parking pricing in commercial districts citywide. Given ongoing health and safety concerns as the pandemic subsides, private vehicle use may temporarily increase amid declining transit ridership, underscoring the need to manage parking resources well. Formally including all parking meter areas in the goBerkeley program would provide much-needed flexibility to actively manage on-street parking as local businesses gradually reopen.

ALTERNATIVE ACTIONS CONSIDERED

Council could choose an incremental approach, expanding to distinct commercial districts as the need arises. This strategy fared well prior to the pandemic, but emergency management is already showing the benefit of lower prices in some areas and the need for higher prices in others.

CONTACT PERSON

Farid Javandel, Transportation Manager, Public Works (510) 981-7061
Danette Perry, Parking Services Manager, Public Works (510) 981-7057
Gordon Hansen, Senior Planner, Public Works (510) 981-7064

Attachments:

1: Ordinance

³ November 3, 2015 Council Worksession: <http://bit.ly/111IYVV>

2: Public Hearing Notice

ORDINANCE NO. -N.S.

AMENDING BERKELEY MUNICIPAL CODE CHAPTER 14.52 TO ALLOW
GOBERKELEY PROGRAM IN ALL PARKING METER AREAS

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

Section 1. That Berkeley Municipal Code Section 14.52.010 is repealed and reenacted to read as follows:

14.52.010 Parking meter zones.

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-and-display 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.

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.

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.

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.
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.
Kittredge Street, both sides, from Oxford Street to Milvia Street.
LaLoma 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.
Milvia Street, both sides, from Berkeley Way to Center Street.
Milvia Street, east side, from Center Street to Bancroft Way.
Milvia Street, east side 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.
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.
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, east side, from Dwight Way to Woolsey Street.
Telegraph Avenue, west side, from Dwight Way to Prince 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.
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.

The City Traffic Engineer shall cause parking meters and pay-and-display stations to be installed and maintained in all parking meter zones.

Section 2. That Berkeley Municipal Code Section 14.52.120 is amended to read as follows:

14.52.120 Parking meter and Pay-and-Display Station fees.

~~Single-space Parking~~-meter and Pay-and-Display 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\(A\)](#) and [14.52.010\(B\)](#):

1. Pay-and-Display Stations and credit card enabled single-space meters shall accept nickels, dimes, quarters, one dollar coins and credit/debit cards.

~~2. Single-space parking meters that accept coins only shall accept nickels, dimes and quarters.~~

~~23.~~ 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(A) shall be \$1.50 per hour.~~ The prevailing hourly rate for meter zones specified in 14.52.010(B) shall be set by section 14.52.120(B).

~~34.~~ The 12-minute minimum transaction amount for credit/debit card payment 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(A) shall be \$1.50 per hour.~~ The prevailing hourly rate for meter zones specified in 14.52.010(B) shall be set by section 14.52.120(B).

B. ~~For parking meter zones set forth in Section 14.52.010(B) (goBerkeley Program Areas):~~

At single-space meters and Pay-and-Display 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-and-display 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-and-display 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.

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 Council Chambers, 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.

NOTICE OF PUBLIC HEARING BERKELEY CITY COUNCIL

AMEND BMC CHAPTER 14.52 AUTHORIZING GOBERKELEY PARKING MANAGEMENT PROGRAM CITYWIDE

The Department of Public Works is recommending to expand the goBerkeley Parking Management Program to all parking meters in the City. Prior to the pandemic, goBerkeley included the Downtown Berkeley, Southside/Telegraph, Elmwood, Euclid/Hearst, and North Shattuck commercial areas. All other parking meters were set at a flat rate of \$1.50/hour.

Under goBerkeley, meter prices are adjusted based on how difficult or easy it is to find parking. The goBerkeley program has a goal of 65-85% parking occupancy at on-street metered areas and in off-street facilities. This is equivalent to between one and two parking spaces being available at peak hours, such as noon on weekdays.

goBerkeley pricing principles are currently guiding parking management under emergency guidelines as the City faces unprecedented and unpredictable economic conditions due to the novel coronavirus pandemic. In some areas, emergency rates are currently lower than the standard \$1.50/hour rate. This action would formalize the ability to set parking prices throughout the City based on observed parking demand as the pandemic subsides.

Commercial corridors currently zoned for metered parking that would be affected by this proposal include:

- Adeline Street from Shattuck Avenue to Essex Street
- Claremont shopping area, including the intersection of College and Alcatraz Avenues
- Fourth Street commercial district
- Telegraph Avenue from Dwight Way to Woolsey Street and side streets, including the Alta Bates Hospital area
- San Pablo Avenue from Harrison Street to Carrison Street
- Shattuck Avenue from Dwight Way to Ashby Avenue
- Solano Avenue and side streets
- University Avenue from Martin Luther King Jr. Way to 4th Street and side streets

The table below describes the current range of parking rates at meters within the goBerkeley program, per Ordinance 7498 (July 19, 2016). The table also shows the limitations on the size of rate adjustments and frequency of rate changes. Per existing program guidelines, parking rates may be adjusted by no more than \$0.50 per hour, not more often than once per 60 calendar days.

Non goBerkeley Areas

	Current	goBerkeley Hourly Rate Range	Increment	Frequency
On-street parking meters in non goBerkeley areas	\$1.50/hour	\$0.50/hr – \$8.00/hr	Not more than \$0.50/hr	Not more often than once per 60 calendar days

The hearing will be held on, [date of hearing] at [6:00 p.m.] The hearing will be held via videoconference pursuant to Governor’s Executive Order N-29-20.

A copy of the agenda material for this hearing will be available on the City’s website at www.CityofBerkeley.info as of [date of agenda posting]. **Once posted, the agenda for this meeting will include a link for public participation using Zoom video technology.**

For further information, please contact Farid Javandel at (510) 981-7061.

Written comments should be mailed directly to the City Clerk, 2180 Milvia Street, Berkeley, CA 94704, or emailed to council@cityofberkeley.info 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. 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 981-6900 or clerk@cityofberkeley.info for further information.

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Pursuant to Government Code 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 January 14, 2021.

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Mark Numainville, City Clerk

