



Planning Commission

# AGENDA

## REGULAR MEETING OF THE PLANNING COMMISSION

This meeting is held in a wheelchair accessible location.

Wednesday, May 1, 2019  
7:00 PM – 10:00 PM

South Berkeley Senior Center  
2939 Ellis Street

See “**MEETING PROCEDURES**” below.

All written materials identified on this agenda are available on the Planning Commission webpage: <http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=13072>

### PRELIMINARY MATTERS

- 1. Roll Call:** Wiblin, Brad, appointed by Councilmember Kesarwani, District 1  
Martinot, Steve, appointed by Councilmember Davila, District 2  
Schildt, Christine, Chair, appointed by Councilmember Bartlett, District 3  
Lacey, Mary Kay, appointed by Councilmember Harrison, District 4  
Beach, Benjamin, appointed by Councilmember Hahn, District 5  
Kapla, Robb, Vice Chair appointed by Councilmember Wengraf, District 6  
Fong, Benjamin, appointed by Councilmember Robinson, District 7  
Vincent, Jeff, appointed by Councilmember Droste, District 8  
Wrenn, Rob, appointed by Mayor Arreguin
- 2. Order of Agenda:** The Commission may rearrange the agenda or place items on the Consent Calendar.
- 3. Public Comment:** Comments on subjects not included on the agenda. Speakers may comment on agenda items when the Commission hears those items. (See “*Public Testimony Guidelines*” below):
- 4. Planning Staff Report:** In addition to the items below, additional matters may be reported at the meeting. **Next Commission meeting: June 5, 2019**
- 5. Chairperson’s Report:** Report by Planning Commission Chair.
- 6. Committee Reports:** Reports by Commission committees or liaisons. In addition to the items below, additional matters may be reported at the meeting.
- 7. Approval of Minutes:** Approval of Draft Minutes from the meeting on April 3, 2019.
- 8. Future Agenda Items and Other Planning-Related Events**

**AGENDA ITEMS:** All agenda items are for discussion and possible action. Public Hearing items require hearing prior to Commission action.

- 9. Action: Zoning Ordinance Revision Project (ZORP) Update and Subcommittee Formation**  
**Recommendation:** Nominate and elect ZORP Subcommittee members  
**Written Materials:** Attached  
**Web Information:** N/A  
**Continued From:** N/A
- 10. Discussion: Parking Related City Council Referrals**  
**Recommendation:** Discuss report and provide feedback on additional areas of study and external stakeholder coordination and outreach.  
**Written Materials:** Attached  
**Web Information:** N/A  
**Continued From:** February 6, 2019
- 11. Discussion: Planning Commission 2019-2020 Workplan**  
**Recommendation:** Discuss options for developing 2019-2020 Workplan  
**Written Materials:** Attached  
**Web Information:** N/A  
**Continued From:** N/A

**ADDITIONAL AGENDA ITEMS:** In compliance with Brown Act regulations, no action may be taken on these items. However, discussion may occur at this meeting upon Commissioner request.

**Communications: None**

**Late Communications (Received after the Packet deadline):**

**Information Items**

**ADJOURNMENT**

**Meeting Procedures**

**Public Testimony Guidelines:**

Speakers are customarily allotted up to three minutes each. The Commission Chair may limit the number of speakers and the length of time allowed to each speaker to ensure adequate time for all items on the Agenda. **To speak during Public Comment or during a Public Hearing, please line up behind the microphone.** Customarily, speakers are asked to address agenda items when the items are before the Commission rather than during the general public comment period. Speakers are encouraged to submit comments in writing. See "Procedures for Correspondence to the Commissioners" below.

**Consent Calendar Guidelines:**

The Consent Calendar allows the Commission to take action with no discussion on projects to which no one objects. The Commission may place items on the Consent Calendar if no one present wishes to testify on an item. Anyone present who wishes to speak on an item should submit a speaker card prior to the start of the meeting, or raise his or her hand and advise the Chairperson, and the item will be pulled from the Consent Calendar for public comment and discussion prior to action.

**Procedures for Correspondence to the Commissioners:**

- To have materials included in the packet, the latest they can be submitted to the Commission Secretary is close of business (5:00 p.m.), on Tuesday, eight (8) days prior to the meeting date.
- To submit late materials for Staff to distribute at the Planning Commission meeting, those materials must be received by the Planning Commission Secretary, by 12:00 p.m. (noon), the day before the Planning Commission meeting.
- Members of the public may submit written comments at the Planning Commission meeting. To submit correspondence at the meeting, please provide 15 copies, and submit to the Planning Commission Secretary before the start time of the meeting.
- If correspondence is more than twenty (20) pages, requires printing of color pages, or includes pages larger than 8.5x11 inches, please provide 15 copies.
- Written comments/materials should be directed to the Planning Commission Secretary, at the Land Use Planning Division (Attn: Planning Commission Secretary).

**Communications are Public Records:** Communications to Berkeley boards, commissions, or committees are public records 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 Secretary to the relevant board, commission, or committee for further information.

**Written material** may be viewed in advance of the meeting at the Department of Planning & Development, Permit Service Center, **1947 Center Street, 3<sup>rd</sup> Floor**, during regular business hours, or at the Reference Desk, of the Main Branch Library, 2090 Kittredge St., or the West Berkeley Branch Library, 1125 University Ave., during regular library hours.

**Note: If you object to a project or to any City action** or procedure relating to the project application, any lawsuit which you may later file may be limited to those issues raised by you or someone else in the public hearing on the project, or in written communication delivered at or prior to the public hearing. The time limit within which to commence any lawsuit or legal challenge related to these applications is governed by Section 1094.6, of the Code of Civil Procedure, unless a shorter limitations period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred.

**Meeting Access: 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 (3) business days before the meeting date.**

**Please refrain from wearing scented products to public meetings.**





Planning Commission

1                   **DRAFT MINUTES OF THE REGULAR PLANNING COMMISSION MEETING**  
2   **April 3, 2019**

3 The meeting was called to order at 7:04 p.m.

4 **Location:** South Berkeley Senior Center, 2939 Ellis Street, Berkeley, CA

5 **1. ROLL CALL:**

6  
7 **Commissioners Present:** Benjamin Beach, Kim-Mai Cutler (alternate for Jeff  
8 Vincent), Benjamin Fong, Robb William Kapla, Mary Kay Lacey, Steve Martinot, Alfred Twu  
9 (alternate for Chris Schildt), Brad Wiblin, Rob Wrenn.

10 **Commissioners Absent:** Christine Schildt (leave of absence), Jeff Vincent (leave of  
11 absence).

12 **Staff Present:** Secretary Alene Pearson, Elizabeth Greene, Alex Nelms (Intern) and Nilu  
13 Karimzadegan.

14 **2. ORDER OF AGENDA:** None.

15  
16 **3. PUBLIC COMMENTS:** 0 speakers.

17  
18 **4. PLANNING STAFF REPORT:**

19 Staff provided the following updates:

- 20       • Density Bonus Ordinance was adopted by City Council on March 26, 2019. It will come  
21 into effect on April 27, 2019.
- 22       • First reading of the Comprehensive Cannabis I Ordinance was approved by City Council  
23 on April 2, 2019. Comprehensive Cannabis II will come before Planning Commission in  
24 May 2019.
- 25       • City Council adopted a new referral at the March 26, 2019 meeting that requests an  
26 estimated scope and budget for a General Plan update.

27 **Information Items:**

- 28       • Abridged Commissioners' Manual: 2018 Edition

29  
30 **Communication:** None

31 **Late Communications** (Received after the Packet deadline):

- Density Bonus Ordinance Revision.

**Late Communications** (Received and distributed at the meeting):

- Alfred Twu, re: Ownership Housing Inclusionary fees/R-S Car Free Zone Expansion

**5. CHAIR REPORT.** None.

**6. COMMITTEE REPORT:**

Planning Commission's Affordable Housing Mitigation Fee (AHMF) Referral Subcommittee held a meeting on March 14, 2019 to discuss amendments to the Inclusionary Housing Regulations. Based on the discussion and feedback, the Subcommittee drafted language for the Planning Commission to consider (see Agenda Item 10).

**7. APPROVAL OF MINUTES:**

Motion/Second/Carried (MKL/RW) to approve the Draft Planning Commission Meeting Minutes from March 6, 2019. Ayes: Beach, Kapla, Lacey, Martinot, Wiblin, Wrenn. Noes: None. Abstain: Culter , Fong, Twu. Absent: Schildt, Vincent. (6-0-3-2)

**8. FUTURE AGENDA ITEMS AND OTHER PLANNING-RELATED EVENTS:**

- Comprehensive Cannabis II
- Green Affordable Housing/Parking Reform
- ZORP Subcommittee selection

**AGENDA ITEMS**

**9. Action:** Public Hearing on Eliminating Residential Off-Street Parking Requirements in the R-S

Staff presented the following amendments to Berkeley Municipal Code (BMC) Section 23D.48.080 (Residential Southside (R-S) District):

1. Eliminate Off-Street Parking Requirements for all new Dwelling Units and Group Living Accommodations (GLA) rooms; and
2. Remove the ability to receive parking permits under the Residential Permit Parking Program (RPP) for occupants of residential projects that are constructed without parking after the effective date of these amendments.

Motion/Second/Carried (RWK/BF) to open the public hearing on eliminating residential Off-Street Parking Requirements in the R-S district. Ayes: Beach, Culter, Fong, Kapla, Lacey , Martinot, Twu, Wiblin, Wrenn. Noes: None. Abstain: None. Absent: Schildt, Vincent. (9-0-0-2)

Testimony was received by 1 member of the public.

73 Motion/Second/Carried (BW/MKL) to close the public hearing on eliminating residential Off-  
74 Street Parking requirements in the R-S district. Ayes: Beach, Culter, Fong, Kapla, Lacey,  
75 Martinot, Twu, Wiblin, Wrenn. Noes: None. Abstain: None. Absent: Schildt, Vincent. (9-0-0-2)  
76

77 Motion/Second/Carried (RW/BF) to approve amendments to Section 23D.48.080 (Residential  
78 Southside (R-S)) which eliminate residential Off-Street Parking Requirements for new  
79 residential projects and expand the car-free housing overlay to the rest of the R-S district.  
80 Ayes: Beach, Culter, Fong, Kapla, Lacey, Martinot, Twu, Wiblin, Wrenn. Noes: None. Abstain:  
81 None. Absent: Schildt, Vincent. (9-0-0-2)  
82

83 The Commission discussed amendments to remove Off-Street Parking Requirements for  
84 parcels in the R-S that are not currently part of the Car-free Housing Overlay. They had  
85 questions about proximity to transit, fire (disaster) evacuation plans and assumptions in the staff  
86 report/presentation about increased affordable housing resulting from reduced parking.

87 **Public Comments:** 1 speakers.

88 **10. Action:** Public Hearing on Amendments to Inclusionary Housing Regulations

89 Motion/Second/Carried (RW/MKL) to open the public hearing on amendments to Inclusionary  
90 Housing Regulations. Ayes: Beach, Culter, Fong, Kapla, Lacey, Martinot, Twu, Wiblin, Wrenn.  
91 Noes: None. Abstain: None. Absent: Schildt, Vincent. (9-0-0-2)  
92

93 Testimony was received by 5 members of the public.  
94

95 Motion/Second/Carried (BF/BW) to close the public hearing on amendments to Inclusionary  
96 Housing Regulations. Ayes: Beach, Culter, Fong, Kapla, Lacey, Martinot, Twu, Wiblin, Wrenn.  
97 Noes: None. Abstain: None. Absent: Schildt, Vincent. (9-0-0-2)  
98

99 Motion/Second/Carried (MKL/BW) to approve subcommittee language pursuant to referral to  
100 close the loophole in BMC 23C.12.020 as proposed with recognition that Planning Commission  
101 has not been able to refer the language to the City Attorney. Ayes: Beach, Fong, Kapla, Lacey,  
102 Martinot, Twu, Wrenn. Noes: Culter, Wiblin. Abstain: None. Absent: Schildt, Vincent. (7-2-0-2)  
103

104 Planning Commission discussed amendments to the Inclusionary Housing Regulations that  
105 affected the applicability of regulations to adjacent lots of common ownership and/or control.  
106 The Commission acknowledged that these amendments address the first of four action items in  
107 the Affordable Housing Mitigation Referral adopted on February 19, 2019. There was discussion  
108 about interpretation of current code, application of the Subdivision Map Act, current fee structure  
109 and application of the Affordable Housing Mitigation Fee (AHMF), past and current housing  
110 production/development in the City of Berkeley, and programmatic changes needed to  
111 implement draft Zoning Ordinance amendments. The Planning Commission also made the  
112 following motions:

113 Motion/Second/Failed (BF/AT) to approve subcommittee language pursuant to referral to close  
114 the loophole in BMC 23C.12.020 with the following amendment: modify 23C.12.020.3 to read  
115 “Residential Housing Projects proposed on lots where the property line has been moved in the  
116 past ten years or any part of a single lot or on a grouping of contiguous lots under common  
117 ownership and/or control, design, marketing, or financing, whose collective size, including the  
118 area of any surface easements, and zoning designation is such to allow construction of five or  
119 more Dwelling Units, regardless of whether those units are all built simultaneously. For the  
120 purposes of this Section, ‘common ownership and/or control’ shall be interpreted broadly.” And  
121 with recognition that Planning Commission has not been able to refer the language to the City  
122 Attorney. Ayes: Fong, Twu. Noes: Beach, Kapla, Lacey, Martinot, Culter, Wiblin, Wrenn.  
123 Abstain: None. Absent: Schildt, Vincent. (2-7-0-2)

124  
125 Motion (AT/no second) to approve subcommittee language pursuant to referral to close the  
126 loophole in BMC 23C.12.020 with the following amendment: add 23C.12.020.4 to read  
127 “Residential Housing that have had their lot lines adjusted in the last ten years.” with the  
128 recognition that the Commission has not had an opportunity to refer language to the City  
129 Attorney for an assessment.” and with recognition that Planning Commission has not been able  
130 to refer the language to the City Attorney.  
131

132 **Public Comments:** 5 speakers

133 **11. Discussion:** Policy Referral Matrix

134 Due to time limit, staff gave a brief introduction to the Policy Referral Matrix, City Council’s Re-  
135 weighted Range Voting (RRV) referrals, Housing Action Plan referrals and Policy Work and  
136 Meeting Calendar and asked commissioners to communicate questions via email and/or request  
137 a follow-up agenda item at a future Planning Commission meeting.

138 **PUBLIC COMMENTS:** 0

139 **The meeting was adjourned at 10:00 pm**

140 **Commissioners in attendance: 9 of 9**

141 **Members in the public in attendance: 8**

142 **Public Speakers: 6 speakers**

143 **Length of the meeting: 2 hours and 56 minutes**





**Planning and Development Department**  
Land Use Planning Division

## **STAFF REPORT**

**DATE:** May 1, 2019  
**TO:** Members of the Planning Commission  
**FROM:** Alene Pearson, Principal Planner  
**SUBJECT:** Zoning Ordinance Revision Project (ZORP) Subcommittee

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### **INTRODUCTION**

Staff requests that the Planning Commission select and approve three members for the Zoning Ordinance Revision Project (ZORP) Subcommittee. Subcommittees must be re-appointed or re-established every year. The new Subcommittee will meet approximately four times over the next year to provide feedback on a draft Baseline Zoning Ordinance (BZO). At the May 1, 2019 Planning Commission meeting, City staff and consultant will provide additional information on ZORP and the Subcommittee's role in the project.

### **BACKGROUND**

ZORP originates from a 2016 City Council Referral to "direct staff to make structural improvements to the Zoning Ordinance, communication improvements to better explain complex technical and procedural elements to the public, and organizational improvements to the Land Use Planning Division." The City Council allocated a budget of \$300,000 for this effort. Following this direction, the City hired Ben Noble and Clarion Associates to work in partnership with planning staff to revise the City's Zoning Ordinance (Title 23) to:

- Make the document easier to understand and administer;
- Clarify City zoning rules and procedures; and
- Enhance customer service for applicants and the general public.

The ZORP project is divided into two phases. Phase 1 will produce a Baseline Zoning Ordinance (BZO) to improve existing Zoning Ordinance organization, format, and writing style. The BZO will not make any major substantive changes to existing rules, regulations, or procedures. In Phase 2, the City will explore opportunities to modify existing standards and procedures, improve the City's permitting process, address state and federal law, and implement City goals and policies. Phase 2 revisions will be coordinated with other Planning Division initiatives, including work relating to density standards and affordable housing production.

In 2017, the Planning Commission appointed three members to the ZORP Subcommittee to provide feedback to staff and consultants on draft ZORP materials. The ZAB also formed a ZORP Subcommittee to meet concurrently with the Planning Commission ZORP Subcommittee. The two ZORP Subcommittees meet twice in 2017/2018 and provided feedback on a BZO outline and draft BZO chapters relating to permits and administration. The City paused work on ZORP in mid-2018 due to staffing limitations. The Planning Division plans to resume work this month to complete the BZO for review by the ZAB, Planning Commission, and City Council.

### **DISCUSSION**

Over the next year, the Subcommittee will meet three to four times. The Subcommittee will consist of three members, and will meet concurrently with the ZAB's ZORP Subcommittee. At these meetings, the Subcommittees will review draft BZO chapters and confirm that existing regulations are accurately described and presented in a clear and consistent manner. Subcommittee members will also provide status updates to the full Planning Commission and provide additional background and context on the BZO when the Planning Commission reviews the document.

During the review of the BZO, the Subcommittee will also help to identify potential substantive Phase 2 Zoning Ordinance amendments. After the BZO is completed, the Subcommittee may review draft Phase 2 amendments, depending on the nature and schedule for those amendments.

### **NEXT STEPS**

The Planning Commission should discuss re-formation of the ZORP Subcommittee, including selection and approval of three Commissioners to be its members.



**Planning and Development Department**  
Land Use Planning Division

## STAFF REPORT

DATE: May 1, 2019

TO: Members of the Planning Commission

FROM: Alene Pearson, Principal Planner  
Claire Kostohryz, Policy Intern

SUBJECT: Parking-Related City Council Referrals

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### SUMMARY

One parking spot can cost between \$35,000 and \$90,000 depending upon configuration and location. City Council has asked Planning Commission to consider two referrals that request housing be prioritized over parking through policies and programs that encourage sustainable housing opportunities and provide support for alternate and active modes of transportation. This report provides background information on suggested off-street parking reform involving unbundling the cost of parking, revising parking minimums, considering parking maximums, and requiring Transportation Demand Management (TDM) measures. Planning Commission is asked to review materials, request clarification and/or additional information, identify external stakeholders and opportunities for public outreach, and provide direction on next steps.

### BACKGROUND

In February 2019 Planning Commission discussed the Green Affordable Housing Package (GAHP) referral and requested staff return with a comprehensive overview of Berkeley's parking regulations that includes 1) a summary of the City's current parking requirements, 2) an analysis of best practices from other cities, 3) research on car parking maximums, distances surrounding Berkeley's major transportation hubs and Transportation Demand Management (TDM) measures, and 4) suggested phasing that includes research, community outreach, analysis and recommendations. This report begins to address those requests. It also introduces a second referral, City-Wide Green Development Requirements (April 26, 2016), which aims to achieve some of the same goals as GAHP.

Green Affordable Housing Package (GAHP) Referral: On October 27, 2015, City Council referred the Planning Commission to investigate ways to reduce barriers to affordable housing production (see *Attachment 1*). The referral includes two policies that the Planning Commission considered: (1) designating units and funding for affordable housing by prioritizing housing over car parking and (2) removing structural and procedural barriers to the creation of more housing. The Planning Commission discussed the GAHP Referral twice in 2016, once in

2017 and most recently in February 2019. This report culminated from the February 2019 discussion. Links to previous staff reports can be found at the end of this report.

City-Wide Green Development Requirement Referral: On April 26, 2016, City Council referred the Planning Commission to develop an ordinance applying Commercial Downtown Mixed-Use District's (C-DMU) Green Building and Transportation Demand Management (TDM) regulations to projects of 75 or more units in Commercial zoning districts throughout the city (see *Attachment 2*). This referral consists of seven actions, five of which are directly relevant to the parking reform discussion in this report, including modifying/developing regulations pertaining to bicycle parking spaces, vehicle sharing spaces, Residential Preferential Parking (RPP) Permits, unbundled parking, and transportation benefits.

Over the last year, Planning Commission has recommended reductions to off-street car parking requirements while discussing Zoning Ordinance amendments that support small businesses and amendments that extend the Car-free Housing Overlay in the Residential Southside District (R-S). While considering these items, Planning Commission expressed interest in a more holistic approach to parking reform that included a discussion of benefits (i.e. TDM, bicycle and transit infrastructure, pedestrian amenities, affordable housing) in exchange for proposed parking reductions. This report provides a foundation for that larger discussion.

### **Existing Conditions**

This report presents existing conditions of Berkeley's current state of parking including, background information, current car parking, bicycle parking, and state housing regulations that pertain to parking regulations, analysis of parking provided by recently entitled projects, and an overview of best practices.

#### Berkeley's Off-street Car Parking Requirements

Attachment 3 provides an overview of off-street car parking requirements for residential projects in the city of Berkeley. In general, Berkeley's lower density housing in lower density districts require one off-street car parking space per unit. This ratio is reduced to 1 per 3 or 5 residents for Group Living Accommodations (i.e. senior congregate living, dormitories, fraternities and sororities). The main exceptions to this trend are the high-density districts in the Residential Southside (R-S), Residential Mixed Use Southside (R-SMU), Telegraph Avenue Commercial (C-T), and Downtown Mixed Use (C-DMU). In addition to parking requirements, the table summarizes which districts currently require TDM measures, Transportation Services Fee (TSF) payment, methods to remove existing parking, methods to reduce parking requirements, and other options to modify parking regulations.

The supply of on-street car parking can be influenced by the supply of off-street car parking and vice versa. In order to assess demand for off-street car parking, staff looked into car-ownership and number of on-street parking permits.

**Car Ownership:** According to a five-year summary of the American Community Survey, the average Berkeley household has access to one car.

**Table 1: Car Ownership in Berkeley**

Number of Cars	Number of Households	Percentage of Households
None	9,447	21%
1	19,316	42%
2	12,420	27%
3 or more	4,332	10%
<i>Total Number of Households</i>	<i>45,515</i>	

Another way of looking at this data is using car registration data from the California Department of Motor Vehicles. Attachment 4 shows the distribution of car ownership throughout the city. As expected, households with more car registrations are further from transit corridors (i.e. in the hills) and households with fewer car registrations are along transit corridors and in the Southside.

**On-Street Parking:** The Transportation Division manages the City’s Residential Preferential Parking (RPP) Program. This program provides on-street parking permits to owners of vehicles registered to Berkeley addresses in 16 residential zones<sup>1</sup>. At Council’s request, Transportation Division staff will be evaluating RPP program expansion in the fall of 2019. This will involve a pilot program to further evaluate parking demand in residential areas and test means of increasing travel options for a variety of users.

A maximum of three annual permits (\$66/year/permit) may be issued to a single address, with an option to waive maximum for \$166/year/permit. RPP permits are not transferable between vehicles, nor are they refundable. Individuals subletting are not eligible for annual RPP permits. RPP permits are not available to residents of projects that request off-street parking waivers due to proximity to transit or for projects in the Car-free Housing Overlay. If existing projects request removal of off-street parking, RPP permits will not be made available to residents of those projects.

The information below is provided as a general way to estimate the number of on-street parking permits issued per address by certain zoning districts. Tallies are based on approximately 30,000 of 34,000 RPP permits issued in 2018 (data is incomplete due to issues with geocoding addresses).

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<sup>1</sup> Information on the RPP program, including a map, can be found here:  
[https://www.cityofberkeley.info/Customer\\_Service/Home/RPP\\_Residential\\_Preferential\\_Parking.aspx](https://www.cityofberkeley.info/Customer_Service/Home/RPP_Residential_Preferential_Parking.aspx)

**Table 2: Average Number of RPP Permits Per Address Per Zoning District**

Zoning District	Total Permits Issued (in 2018)	Unique Addresses	Average Number of Permits Per Address
C-SA	202	145	1
C-DMU Buffer	86	57	2
R-1	690	428	2
R-3H	839	436	2
C-DMU Outer	1627	549	3
C-1	2128	714	3
R-2	12439	3008	4
R-2A	13437	2392	6

Berkeley’s Off-street Bicycle Parking Requirements

The Berkeley Bicycle Plan, adopted in 2017, created bicycle parking standards for residential housing projects. In December 2018, Public Works staff presented regulations to the Planning Commission and requested requirements be incorporated into the Zoning Ordinance during the ZORP projects. Attachment 5 provides a summary of off-street bicycle parking requirements for residential projects.

In addition, the Berkeley Bicycle Plan introduces a number of policies to encourage mode-shift and advance TDM programs at the City of Berkeley:

***Policy AC-1.3: Alternative Modes & Transportation Demand Management (TDM):***  
*New development and on-going programs should reduce Downtown car use, support alternative travel modes, and consolidate publicly-accessible parking facilities and Transportation Demand Management (TDM) programs.*

***Policy ES-4.2: Alternative Modes.*** *Modify development standards to promote alternatives to the automobile by providing car share and bicycle facilities, transit passes for residents, and parking regulations that favor alternative modes.*

The plan also recommends that the city develop a TDM “toolbox” for new development that explains TDM requirements, and encourages other TDM features such as: showers for bicycle commuters, bicycle sharing kiosks, and plugin facilities for electric vehicles.

State Regulations that Affect Off-street Parking Requirements

California is experiencing a housing crisis. The State is working on a broad set of solutions that range from increased funding to new policies – most of which focus on increasing the supply of affordable housing. The Governor signed two large housing bills (one in 2017 and one in 2018) that require cities reduce discretion, streamline approval, revisit zoning regulations and take other steps to facilitate housing production. Some of these laws require local jurisdictions

to waive or reduce parking requirements. The table below summarizes some of these new laws:

<b>Table X: Summary of State Regulations that Affect Local Off-street Car Parking Regulations</b>		
<b>State Law</b>	<b>Summary</b>	<b>Parking Relevance</b>
SB 35: Planning and Zoning: Affordable Housing: Streamlined Approval Process.	This bill creates a streamlined, ministerial approval process for infill developments in localities that have not met their regional housing needs assessment (RHNA) numbers.	Imposes a parking minimum of 1 space per unit and waives parking requirements for projects meeting the following requirements: 1) Development is within one-half mile of public transit. 2) Development is within one block of a dedicated space for a car share vehicle.
California State Density Bonus Law	Density Bonus is a state program that incentivizes developers to provide on-site affordable units. Incentives to developers take the form of concessions and waivers of development standards.	Parking can be waived as one of the Density Bonus incentives. There are also parking maximums for specific types of development.
AB 2372 California Affordable and Sustainable Housing Act	Local jurisdictions can grant a floor area ratio (FAR) bonus rather than a traditional density bonus to certain high density affordable housing projects within one half-mile of a major transit stop or high quality transit corridor.	Eligible projects are entitled to special parking ratios of one-tenth of a parking space per affordable unit and one-half space per market rate unit.
AB 2162 Supportive Housing Streamlining Act	Streamlines affordable housing developments that include a percentage of supportive housing units and onsite services.	No parking minimums if the development is one half mile from a public transit stop. This applies to low and very low income housing.

Both State regulations and City Council referrals reference projects within a certain distance (usually a half-mile) from transit hubs and high-quality transit corridors. Attachments 6 and 7 illustrate areas of the city affected by half-mile and quarter-mile distances transit hubs and corridors. Attachment 8 shows one kilometer distance from transit hubs, as requested by Commissioner Wrenn in February 2019.

Recently Entitled Housing Projects in Berkeley

An analysis of 21 housing projects entitled in 2018 (see Attachment 9), shows that the majority of projects provided close to the minimum amount of required off-street parking. Twelve projects provided the minimum amount of parking or one additional space, six projects provided less parking than what was required, and three projects provided more parking than what was required. Projects often provide the minimum amount of parking because there are financial challenges and procedural barriers (e.g. variance findings can be difficult to make) to reducing parking. Four of five projects in transit-rich Southside and Downtown neighborhoods (within half-mile of a transit hub or corridor) required no parking and did not include parking -- showing that the demand for parking in transit rich areas can be very low and that car-free parking is feasible.

## **Best Practices**

Both the GAHP referral and the City-Wide Green Development Requirement referral request parking reductions with parking costs captured for community benefits. This report focuses on a shift towards active and alternate modes of transportation as a community benefit. Berkeley, through its Climate Action Plan, Berkeley Bicycle Plan and Downtown Area Plan, has established a framework that can support mode-shift from single occupancy vehicles to transit, shared-vehicles and shared-mobility devices, biking and walking. Links to plans can be found at the end of this report. Some goals can be met through development in transit-rich areas, where off-street parking is not essential, and other goals can be met through physical improvements or programmatic support. This section provides information on some tools and programs that can be leveraged to support mode-shift and help the City of Berkeley meet its sustainability goals.

### Transportation Services Fee (TSF)

A Transportation Services Fee established by ordinance in 1984 (*see Attachment 10*) and is codified in BMC Chapter 23E.28 (Off-Street Parking and Transportation Services Fee). In 2003, the General Plan established a policy (T-6: Transportation Services Fee) that would fund programs and projects that mitigated impacts of new motor vehicle trips generated by future development. The Transportation Element of the General Plan has stated objectives for reductions of automobile reliance and vehicle miles traveled and maintenance and improvement in public transportation and creating a model bicycle- and pedestrian-friendly city. Currently the TSF is not being collected; however, if parking reduction is to move forward, the development dollars that go toward parking could be directed towards a TSF. Staff is currently working with staff in the Transportation Division to understand challenges associated with the establishment and collection of the TSF.

### Transportation Demand Management (TDM)

Transportation demand management (TDM) is defined a set of strategies aimed at maximizing traveler choices. Traditionally, TDM has been narrowly defined as commuter ridesharing and its planning application restricted to air quality mitigation (i.e. reducing greenhouse gas emissions), development mitigation (i.e. reducing trip generation rates and parking needs), or efforts to increase multi-modalism in transportation plans. A broader definition of TDM is maximizing travel choices for resident, employees/employers, and visitors.

San Francisco, Emeryville, and Sunnyvale require TDM in development with 10 or more units. In Berkeley, the Downtown Area Plan requires projects in the C-DMU that are over 20,000 square feet to provide residents with local bus passes or transit benefits equal to the cost of a non-discounted, monthly local bus pass. The Berkeley's Transportation Division is responsible for management and compliance of this program.

Some cities have also allowed a GreenTRIP Certification from Transform to serve as a TDM study. GreenTRIP is a certification program that helps multifamily developments reduce traffic, excessive parking and greenhouse gas emissions. The certification also results in a reduction of transportation and living costs for residents and creates a safer community for bikers and pedestrians. GreenTRIP helps developers and jurisdictions find the most effective way to



manage the transportation of residents whether it be transit passes, car sharing services, or unbundled parking.

### Unbundled Parking

Unbundled parking is a form of transportation management that requires any new building with residential units to have the parking spaces leased or sold separately from the rental or purchase of dwelling units. When parking costs are bundled into the price of units, the cost is hidden, parking appears to be free and the demand for parking increases and more parking must then be funded and built. Cities like Oakland, Emeryville, and San Diego have geared towards the use of unbundled parking as a multifamily development requirement because it typically directly lowers the cost of housing. When parking is unbundled, not only can rents be lower, but the cost of parking is explicit to the renter. Unbundled parking has been shown to lead to a reduction of vehicle ownership, and this creates less parking demand, less congestion and less greenhouse gas emissions. Berkeley currently requires unbundled parking for residential development in the C-DMU as advised in the Berkeley Downtown Parking and Transpiration Demand Management Plan.

## **DISCUSSION**

This report provides a foundation on which the Planning Commission can begin discussing parking reform in order to respond to the Green Affordable Housing Package and the Green Development Standards referrals. Each referral requests at least four actions, some unique and some overlapping. Below staff has summarized referral actions, provided comments on applicable programs or regulations that address requests and highlighted (with bold text) some potential areas of focus for the Planning Commission. Planning Commission is asked to discuss and provide feedback on this summary:

### GAHP Requests

- **Reduce/eliminate parking requirement for housing that offers TDM measures, car-sharing or shared-mobility programs.** *(review options for establishing and collection a TSF and or implement a certification program similar to GreenTRIP)*
- **Implement parking maximums.** *(idea raised in February: fee to exceed maximum)*
- Reduce/eliminate parking requirements for new housing that serves populations with low car ownership. *(Consider **unbundled parking** to address populations with low car ownership)*
- Reduce/eliminate parking requirements for transit-intensive housing. *(State Housing Laws have imposed these rules for projects providing affordable housing)*
- Reduce parking requirements for new residential units near transit hubs. *(State Housing Laws have imposed these rules for projects providing affordable housing)*

### City-wide Green Development Requirements Requests

- Require **C-DMU's Transportation Demand Management (TDM) measures** for projects of 75 units or more throughout the City of Berkeley's commercial zoning districts. Require a square-footage threshold, in addition to the unit threshold, for projects to which the requirements would apply. *(review GreenTRIP certification as a means to achieve goals)*  
Specifically, this would impose standards on:
  - Bicycle parking spaces *(see 2017 Berkeley Bicycle Plan)*

- Vehicle sharing spaces (*review recent ordinances regarding One-way car share, Ford GoBike, scooters to look for opportunities and gaps in programming*)
- Residential Parking Permits (*not provided to car-free housing*)
- **Off-street parking regulations** (*see GAH action paired with TDM*)
- **Transportation benefits (transit passes for projects within 1/4 mile of a bus stop)** (*review options for establishing and collection a TSF*)
- **Conduct a financial feasibility of proposed requirements on the development of housing and affordable housing in particular.** (*review work done by Street Level Advisors for analysis*)

### Internal Stakeholders

In researching the state of parking at Berkeley, Planning staff has begun coordination with a set of internal stakeholders and formed a Parking Reform Working Group. This working group includes city staff from the Land Use Planning Division, the Transportation Division, the Office of Economic Development and the Office of Energy and Sustainable Development. The working group will be identifying members of the Office of Emergency Services and the Fire Department to join as well. At the first meeting, staff learned that other City of Berkeley departments are engaged in parking-related initiatives. In the coming months, the Parking Reform Working Group will be working together to leverage efforts and develop a holistic approach to parking reform. Staff will communicate Planning Commission's ideas to the working group and the working group's ideas to the Planning Commission. Similar communications will occur with Community Environmental Advisory Commission (CEAC), the Transportation Commission, the Disaster and Fire Safety Commission and Berkeley Business Improvement Districts (BIDs) and their staff liasons.

### External Stakeholders, Outreach and Engagement

Anticipating that this work will require outreach to external stakeholders, residents, neighborhood groups, employers, developers, students, employees, community-based organizations, non-profits, Planning Commission is asked to help identify key members of the community to contact for future outreach and engagement.

### **NEXT STEPS**

Planning Commission is asked to review report, ask questions, request additional information, provide guidance on areas of focus, and help identify stakeholders for future outreach and engagement.

### **ATTACHMENTS**

1. Green Affordable Housing Package Referral
2. City-Wide Green Development Requirements Referral
3. Summary of Berkeley's Off-street Car Parking Requirements
4. Residential Car Ownership
5. Summary of Berkeley's Bicycle Parking Requirements
6. Half a Mile from Transit Hubs and Corridors
7. Quarter Mile from Transit Hubs and Corridors
8. Distance from Transit Hubs
9. Residential Projects Entitled in 2018 and Amount of Parking Required / Provided

## 10. Transportation Services Fee Ordinance (1984)

### LINKS

1. [September 21, 2016 Planning Commission Staff Report on GAPH](#)
2. [October 19, 2016 Planning Commission Staff Report on GAHP](#)
3. [February 15, 2017 Planning Commission Staff Report on GAHP](#)
4. [February 6, 2019 Planning Commission Staff Report on GAHP](#)
5. [Climate Action Plan](#)
6. [Downtown Area Plan](#)
7. [Berkeley Bicycle Plan](#)
8. [Transform's GreenTrip Certification](#)



OCT 27 2015

OFFICE OF THE CITY CLERK  
CITY OF BERKELEY

ACTION CALENDAR  
October 27, 2015  
(continued from October 6, 2015)

To: Honorable Mayor and Members of the City Council  
From: Councilmember Lori Droste  
Subject: Councilmember Lori Droste's Green Affordable Housing Package - Amendments

**RECOMMENDATION**

Request that the Planning Commission and City Manager investigate the feasibility of reducing barriers for the creation of new affordable housing. City Council requests that commissions and staff address and propose solutions and/or an implementation plan using the following recommendations by October 1, 2016.

**Policy 1: Designate units and funding for affordable housing by prioritizing housing over parking spaces in new developments**

1. Reduce or eliminate minimum residential parking requirements if car-sharing spaces, shared mobility devices, or transit passes or other TDM measures are provided.
2. Consider a cap on residential parking maximums.
3. Reduce or eliminate minimum parking requirements for new housing that serves populations that do not have high rates of car ownerships.
4. Reduce or eliminate minimum parking requirements for transit-intensive housing.
  - Transit-intensive housing is defined as within 1,200 feet of a transit center or within 1,200 feet of an overlap between major transit corridor and a commercial or mixed-use district.
  - Broadly defined, a *transit corridor* generally refers to a geographic area that accommodates travel or potential travel. A transit corridor is best defined as the areas around all of the stations along a transit line that have destinations or residences within reasonable distance for walking, biking, or other transit connections. ■
  - Broadly defined, a *transit hub* refers to a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or a major bus route with frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. ■
5. Re-evaluate and/or reduce parking space requirements per new residential unit in areas within ½ mile of a transit hub.

*Determine a process whereby the costs saved by parking reductions will be designated for affordable units or the Affordable Housing Trust Fund.*

*Evaluate and account for impacts of parking policies on access and routes for emergency vehicles and evacuations.*

**Policy 2: Remove the structural barriers to creating more housing**

1. Improve and streamline the development review process, particularly for permanently affordable housing projects. ~~and smaller residential housing proposals~~ Review and compare Berkeley's process to that of neighboring cities.





Jesse Arreguín  
 City Councilmember, District 4

**ACTION CALENDAR**  
 April 26, 2016

To: Honorable Mayor and Members of the City Council  
 From: Councilmember Jesse Arreguín  
 Subject: Referral to Planning Commission: City-Wide Green Development Requirements

**RECOMMENDATION**

Refer to the Planning Commission to draft an ordinance requiring the same Green Building and Transportation Demand Management (TDM) measures required in the Commercial Downtown Mixed Use District (C-DMU) for projects of 75 units or more throughout the City of Berkeley’s commercial zoning districts.

The following standards would apply to larger projects city-wide:

1. Bicycle parking spaces shall be provided for new construction at the ratio of one space per 2,000 square feet of gross floor area of commercial space, and in accordance with the requirements of Section 23E.28.070.

<b>Number of Parking Spaces Required</b>	<b>Minimum Number of Vehicle Sharing Spaces</b>
0-10	0
11-30	1
30-60	2
61 or more	3, plus one for every additional 60 spaces

- For residential structures constructed or converted from a non-residential use that require vehicle parking under Section 23E.68.080.B, required parking spaces shall be designated as vehicle sharing spaces in the amounts specified in the adjacent table. If no parking spaces are provided pursuant to Section 23E.68.080.D, no vehicle sharing spaces shall be required.

- The required vehicle sharing spaces shall be offered to vehicle sharing service providers at no cost.

2. The vehicle sharing spaces required by this section shall remain available to a vehicle sharing service provider as long as providers request the spaces. If no vehicle sharing service provider requests a space, the space may be leased for use by other vehicles. When a vehicle sharing service provider requests such space, the property owner shall make the space available within 90 days.

3. Occupants of residential units or GLA units constructed, newly constructed or converted from a non-residential use shall not be eligible for Residential Parking Permit (RPP) permits under Chapter 14.72 of the BMC.
4. For any new building with residential units or structures converted to a residential use, required parking spaces shall be leased or sold separate from the rental or purchase of dwelling units for the life of the dwelling unit, unless the Board grants a Use Permit to waive this requirement for projects which include financing for affordable housing subject to the finding in section 23E.68.090.I.
5. Construction of new developments of at least 75 units shall attain a LEED Gold rating or higher as defined by the U.S. Green Building Council (USGBC), or shall attain building performance equivalent to this rating, as determined by the Zoning Officer.
6. New developments of at least 75 units shall be required to meet all applicable standards of the Stopwaste Small Commercial Checklist, or equivalent, as determined by the Zoning Officer. The rating shall be appropriate to the use type of the proposed construction.
7. New developments of at least 75 units, the property owner shall provide at least one of the following transportation benefits at no cost to every employee, residential unit, and/or GLA resident. A notice describing these transportation benefits shall be posted in a location or locations visible to employees and residents.
  - A pass for unlimited local bus transit service; or
  - A functionally equivalent transit benefit in an amount at least equal to the price of a non-discounted unlimited monthly local bus pass. Any benefit proposed as a functionally equivalent transportation benefit shall be approved by the Zoning Officer in consultation with the Transportation Division Manager.

BACKGROUND:

One of the main goals of the 2012 Downtown Area Plan (DAP) is promoting sustainability in the Downtown by *“Integrat[ing] environmentally sustainable development and practices in the Downtown, and in every aspect of the Downtown Area Plan”* and to *“Model best practices for sustainability”*.<sup>1</sup>

The DAP and its implementing zoning includes a number of green building and sustainable transportation requirements for new projects throughout the Downtown. These green measures are resulting in sustainable projects with bike and car share parking, and meeting LEED Gold standards. These forward thinking policies go a long way in helping Berkeley meet its climate action goals, but they only apply to projects in the Downtown area. Large projects throughout the city should be held to the same standard. This will result in further reducing greenhouse gases from transportation and building energy use.

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<sup>1</sup> 2012 Downtown Area Plan, page IN-18



An update on the Climate Action Plan (CAP) presented to the City Council in November 2015 showed that the City is not on track to achieve the goals set by the Plan. While Berkeley has achieved more reductions compared to the rest of the State, despite population increases, it is clear that more must be done if we are to reach the targets set forward in the CAP. By holding large developments to the same standards as those in Downtown, we can achieve the goals of sustainability by reducing greenhouse gases.

FINANCIAL IMPLICATIONS:

Staff time to prepare zoning amendments for Planning Commission consideration.

ENVIRONMENTAL SUSTAINABILITY

Applying the same standards to large developments citywide can significantly improve the City's ability to meet the goals of the Climate Action Plan.

CONTACT PERSON

Jesse Arreguin, City Councilmember, District 4

510-981-7140



Summary of Berkeley's Off-street Car Parking Requirements

Zoning District	Requirements by Unit Type (space / measure)									Additional Regulations		
	ADU	1-9 Units	>10 Units	Room Rental	Senior Living	Senior Cong	Nursing Homes	Dorm	Live / Work	TDM / TSF	remove / reduce	other
R-1	0	1 / unit	NA	1 / 2 renters	NA	NA	NA	NA	NA			
R-1A	0	1 / unit	NA	1 / 2 renters	NA	NA	NA	NA	NA			
R-2	0	1 / unit	NA	1 / 2 renters	NA	NA	NA	NA	NA			
R-2A	0	1 / unit	NA	1 / 2 renters	0.25 / unit	1 / 5 res + 1 mgr	1 / 5 res + 1 / 3 emp	NA	NA			
R-3	0	1 / unit	1 / 1000 sq ft	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	NA			
R-4	0	1 / unit	1 / 1000 sq ft	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	NA			joint parking agreements
R-5	0	1 / unit	1 / 1200 sq ft	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	NA			joint parking agreements
R-S*	0	0	0	0	0	0	0	0	NA	TSF		
R-SMU	0	0	0	0	0	0	0	0	NA	TSF		
C-T	0	0	0	see Dorm	0	0	0	0	0	TSF	UP	
C-E	0	1 / unit	1 / 1000 sq ft	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	1 / 500 sq ft		UP	
C-N	0	1 / unit	1 / 1000 sq ft	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	1 / 500 sq ft	TSF	UP	
C-NS	0	1 / unit	1 / 1000 sq ft	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	1 / 500 sq ft	TSF	UP	
C-SA	0	1 / unit	1 / 1000 sq ft	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	1 / 500 sq ft		UP	
C-SO	0	1 / unit	1 / 1000 sq ft	NA	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	NA	1 / 500 sq ft	TSF	UP	
C-1	0	1 / unit	1 / 1000 sq ft	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	1 / 500 sq ft	TSF	UP	
C-W	0	1 / unit	1 / unit	see Dorm	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	1 / unit		UP	leased parking 10% to bike/motorcycle
C-DMU	0	0.333 / unit	0.333 / unit	see Dorm	0.333 / unit	1 / 8 bedrooms	1 / 8 bedrooms	1 / 8 bedrooms	1 / 500 sq ft	TDM	In Lieu	unbundled parking leased parking 10% to bike/motorcycle
MUR	0	1 / unit	1 / unit	NA	0.25 / unit	1 / 5 res + mgr	1 / 5 res + 1 / 3 emp	1 / 5 res + mgr	1 / unit			leased parking 10% to bike/motorcycle
ES-R	1 / 1000 sq ft GFA or 1 / bedroom (whichever is greater) with a minimum of 2 and a maximum of 4. 1 for each renter.											

\* pending City Council approval of R-S Zoning Ordinance Amendments recommend by Planning Commission in April 2019

sq ft = square feet

res = residents

ADU = Accessory Dwelling Unit

GFA = gross floor area

emp = employees

mgr = manager

TDM = Transportation Demand Management

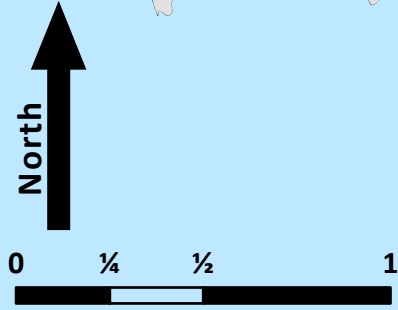
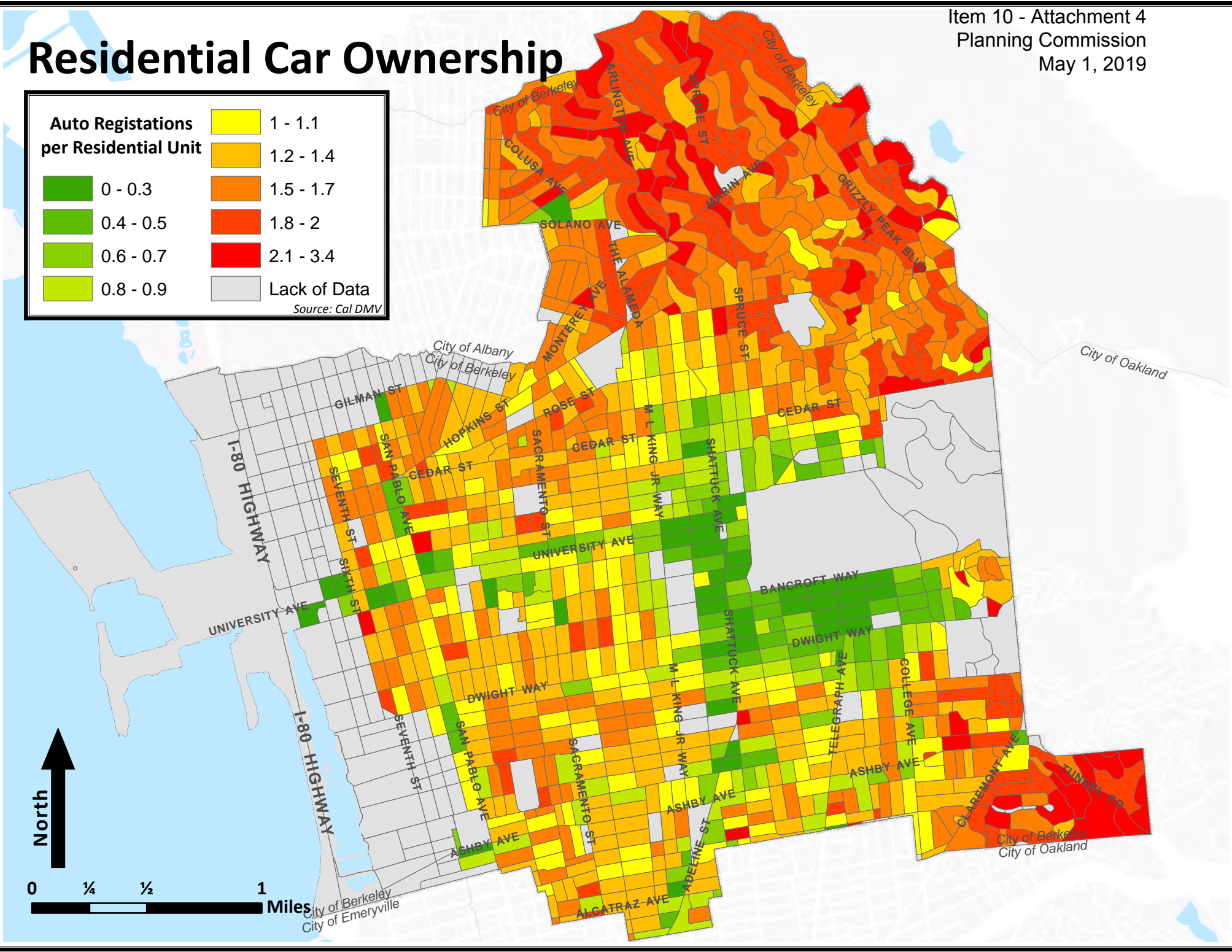
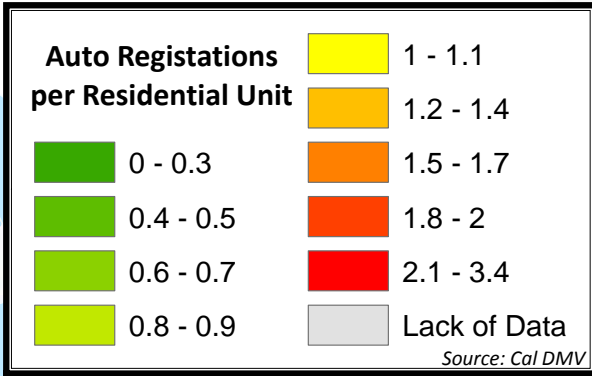
TSF = Transportation Services Fee

RPP = Residential Preferential Parking

UP = Use Permit



# Residential Car Ownership





### Summary of Berkeley's Bicycle Parking Requirements

Unit Type	Parking Requirements (space / measure)	
	Short Term Parking	Long Term Parking
ADUs	0	0
1 - 4 units	0	0
5+ units	2 or 1 / 3 bedrooms	2 or 1 / 40 bedrooms
Group Living Accomodations	1 or 1 / 2.5 bedrooms	2 or 1 / 20 bedrooms
Senior Congregate Housing	1 or 1 / 10 bedrooms	2 or 1 / 30 bedrooms
Nursing Homes	1 or 1 / 10 bedrooms	2 or 1 / 30 bedrooms
Live / Work	0	1 or 1 / 5 units

note: when two standards are provided, the greater of the two shall apply

ADUs = Accessory Dwelling Units








Short Term Parking = located at the main entrance of a building and should be visible to pedestrians and bicyclists. Examples include various metal racks and inverted U racks fastened to the ground with anchors.

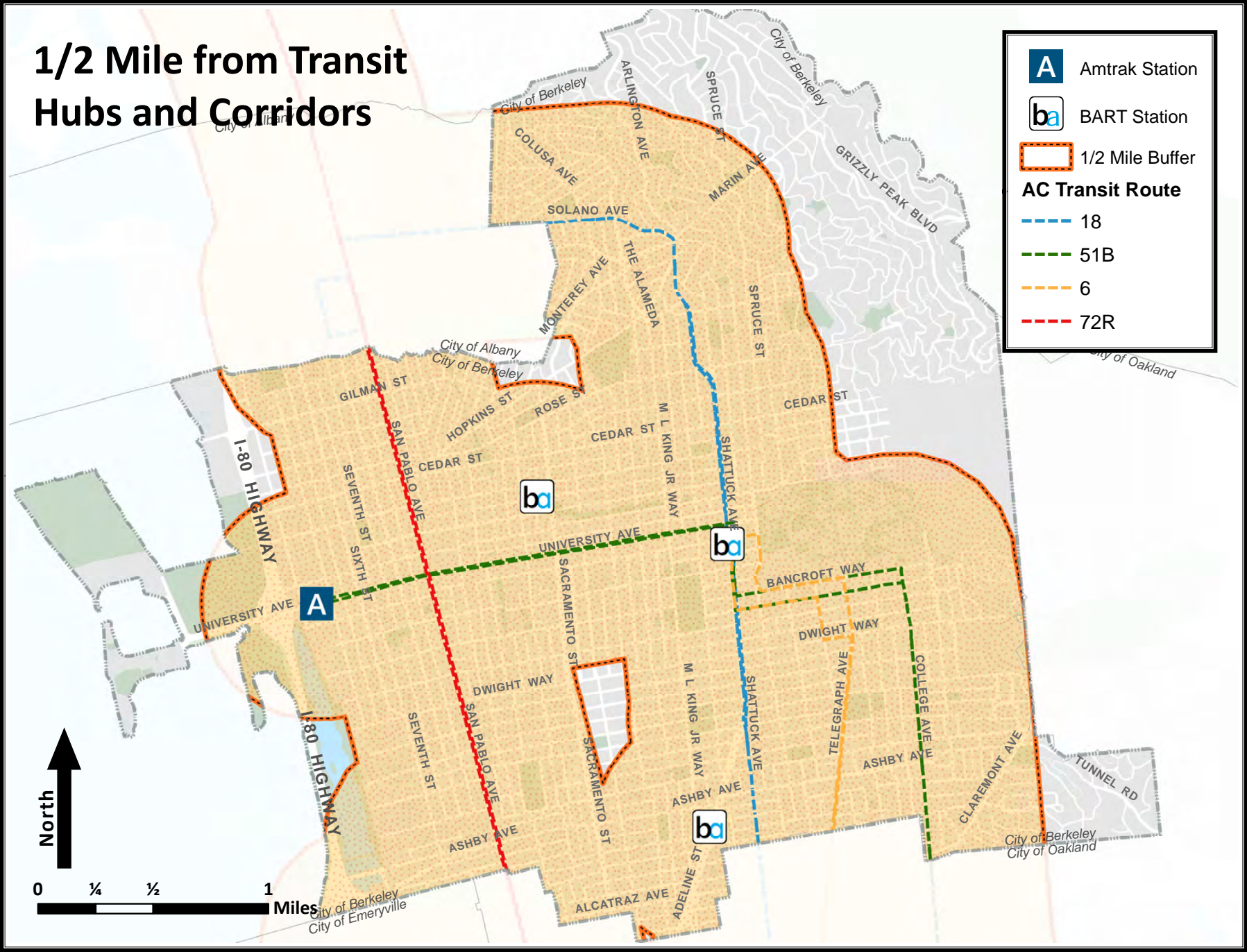
Long term parking = allows employees, students, residents, commuters, customers and others to park a bicycle for any time period in a secure and weather-protected place. Examples include lockers found at transit stations or in-building lockers or cages.





# 1/2 Mile from Transit Hubs and Corridors

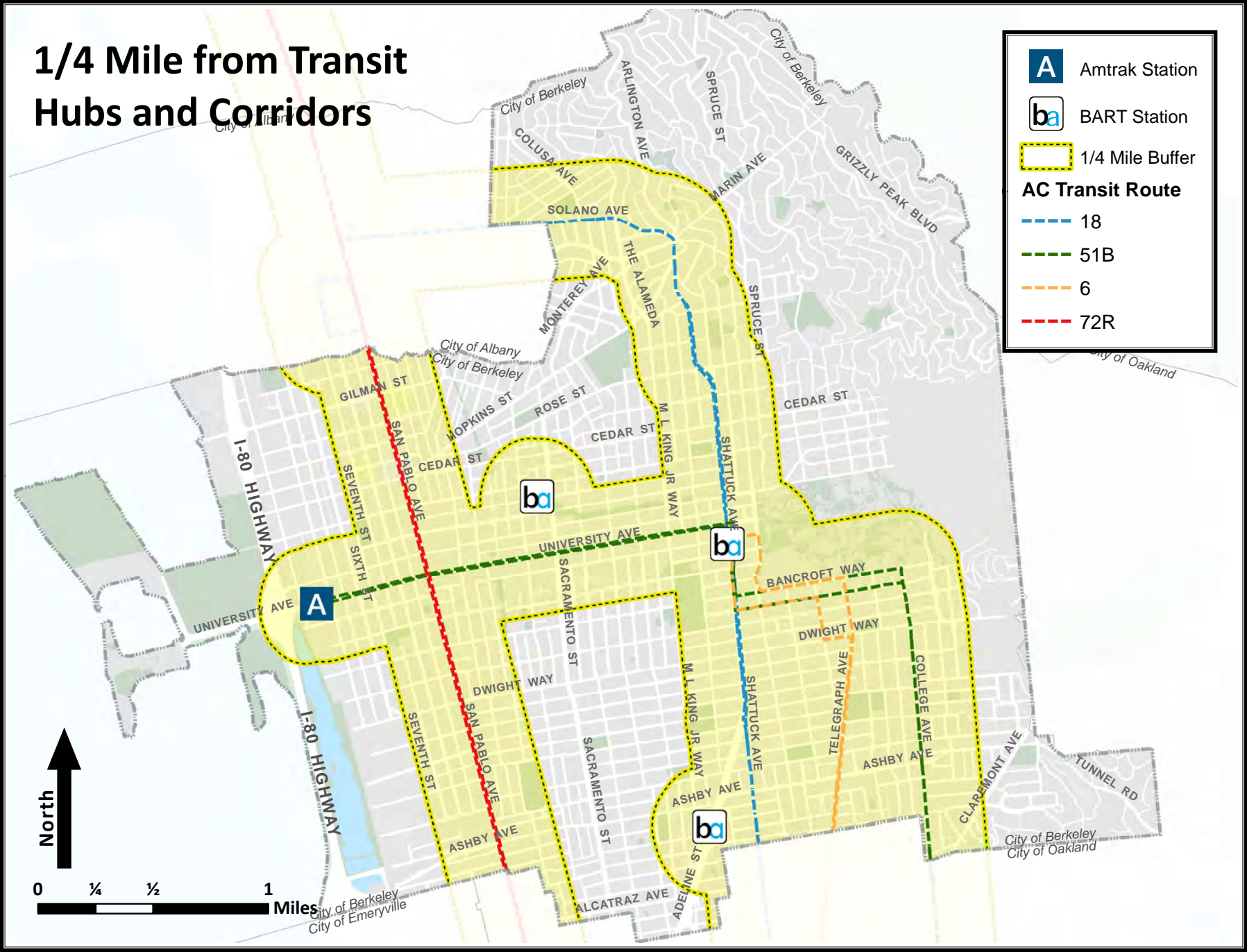
-  Amtrak Station
-  BART Station
-  1/2 Mile Buffer
- AC Transit Route**
-  18
-  51B
-  6
-  72R



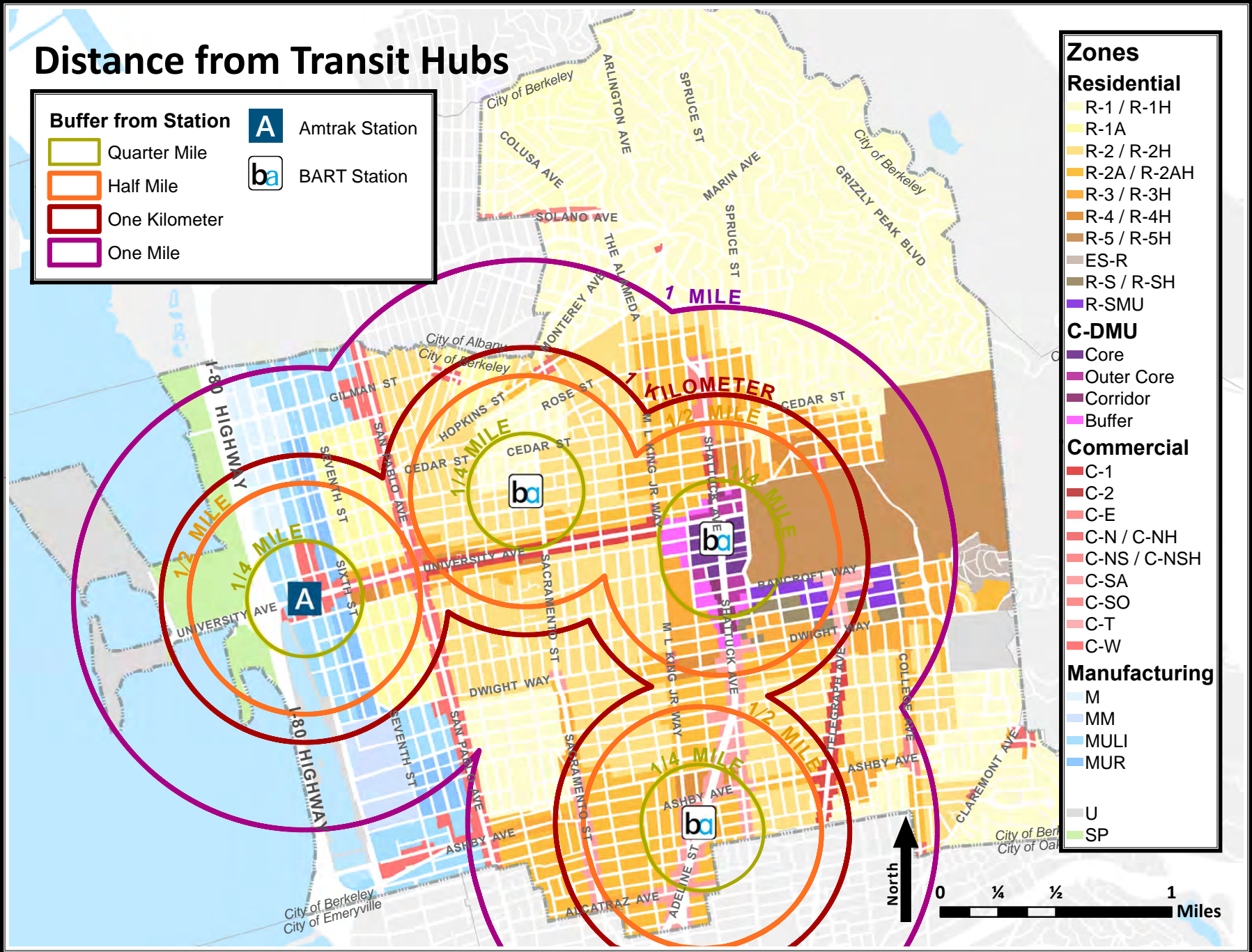


# 1/4 Mile from Transit Hubs and Corridors

<b>A</b>	Amtrak Station
<b>ba</b>	BART Station
	1/4 Mile Buffer
<b>AC Transit Route</b>	
	18
	51B
	6
	72R









**Residential Projects Entitled in 2018 and Amount of Parking Required / Provided**

	Address	Zone	Entitlement Date	Units	Affordable Units	Above Moderate	Unit Total	Car Parking Required	Car Parking Provided	Required Bike Parking	Bike Parking Provided
Provided Less Than Required	1331 Ashby Ave.	R-3	9/27/2018	5+	0	6	6	6	3	NA	NA
	2009 Addison St	C-DMU Core	2/22/2018	5+	0	45	45	22	0	2	71
	2714 Alcatraz Ave	R-2	11/8/2018	5+	0	5	5	5	0	NA	NA
	2100 San Pablo Ave	C-W	1/4/2018	5+	0	96	96	33	30	4	12
	3000 Shattuck Ave	C-SA	6/28/2018	5+	4	23	27	40	6	2	48
	1711 M L King Jr Way	R-2A	5/10/2018	5+	0	7	7	8	0	NA	NA
Provided Required (+/- 1)	1506 Bonita Ave.	R-2A	4/26/2018	2 to 4	0	2	2	8	8	NA	NA
	3028 Regent Street	R-2A	4/26/2018	2 to 4	0	2	2	2	2	NA	NA
	2072 Addison St	C-DMU Core	1/30/2018	5+	0	66	66	24	24	1	12
	2510 Channing Way	C-T	8/23/2018	5+	0	40	40	0	0	NA	32
	2542 Durant Ave	C-T	5/24/2018	5+	0	32	32	0	0	NA	32
	1155-73 Hearst Ave	R-2A	8/23/2018	5+	0	13	13	13	13	NA	0
	1200 San Pablo Ave	C-W	10/11/2018	5+	5	52	57	43	44	1	56
	1740 San Pablo Ave	C-W	3/8/2018	5+	5	43	48	52	53	3	48
	2190 Shattuck Ave	C-DMU Core	10/25/2018	5+	0	274	274	106	108	5	99
	2701 Shattuck Ave	C-SA	11/8/2018	5+	5	52	57	29	30	NA	44
	2556 Telegraph Ave	C-T	2/14/2018	5+	0	22	22	0	0	4	82
2012 Berkeley Way	C-DMU Buff	12/21/2018	5+	141	1	142	0	0	NA	50	
Provided More Than Required	2580 Bancroft Way	C-T	10/25/2018	5+	11	111	122	0	37	NA	56
	2236 Channing Way	R-3	3/8/2018	5+	0	22	22	22	31	NA	18
	1601 Oxford Street	R-3	11/8/2018	5+	35	2	37	9	21	NA	6





## ORDINANCE NO. 5593 -N.S.

ESTABLISHING INTERIM PARKING, TRANSPORTATION SERVICES FEE AND  
OTHER RELATED REQUIREMENTS IN THE C-2 DISTRICT

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

Section 1. FINDINGS

The City Council hereby finds and determines that:

- A. A number of intersections within Downtown Berkeley and along major routes leading to the downtown are near or at capacity;
- B. Available on and off-street parking in the downtown is near or at capacity;
- C. Transit and ridesharing agencies are facing financial difficulties and require financial assistance to expand or intensify service to the downtown;
- D. Cost of providing parking and facilitating alternatives to the auto cannot readily be borne by the City alone;
- E. Any new construction or additions to existing development will impact existing transportation facilities and services which are near or at capacity;
- F. Parking location has a significant effect on downtown pedestrian, auto, transit and bicycle circulation and intersection capacity as well as on the efficient use of land;
- G. The provisions of this ordinance are intended to further City policies in the Berkeley Master Plan, including but not limited to:

Policy 2.01 Reduce dependence on the private automobile as the dominant mode of transportation by developing alternatives for local and regional transportation which are convenient, pleasant to use, reasonably priced and reliable.

Policy 2.04 Conserve energy by initiating incentives to:  
(a) reduce the number of vehicle trips, (b) increase walking, transit and bicycle use; and (c) develop energy efficient methods for moving people and goods.

Policy 2.41 Cooperate in developing expanded educational and promotional programs to increase community awareness and use of public transportation.

Policy 2.46 Seek to expand the funds available to improve and operate public transportation.

Policy 2.50 Discourage parking in residential areas by employees and students of nearby major commercial establishments, offices and institutions.

Policy 2.53 Encourage large employment centers, such as the University and the City to provide employee parking on the basis of (a) need for vehicle on the job; (b) number of passengers carried; (c) employee disability; or (d) lack of alternative public transportation.

- H. The City is preparing a comprehensive Downtown Plan but interim guidelines are required to address the additional need for off-street parking and other transportation modes which will be created by new or expanded development in the downtown area.
- I. The minimum parking spaces required by this ordinance assumes that the percentage of work person trips to the downtown using transit, carpools, vanpools, bicycling and walking will be maintained or increased; however maintaining or increasing the percentage of persons using alternative transportation modes requires provision of comprehensive transportation management services with employee incentives which cannot be provided to new or expanding downtown developments without additional funding.

## Section 2. PURPOSES

This Ordinance is enacted in recognition of these findings to establish interim off-street parking requirements in the C-2 District and alternative transportation service incentives through the implementation of a transportation services fee and other related requirements. The requirements of this ordinance are intended to:

- A. Maintain or increase transit use, ridesharing and bicycling to minimize parking needs and to keep critical intersections from severe overload;
- B. Provide for minimum parking needs that still will be present even with a high level of ridesharing and bike transit use in a manner that is in keeping with neighborhood preservation and sound traffic engineering practices;
- C. Decrease the economic costs of new and additional development to the City.
- D. Discourage proliferation of small surface parking lots.

## Section 3. APPLICABILITY OF ORDINANCE NO. 3018-N.S.

All provisions of Ordinance No. 3018-N.S. apply unless otherwise stated in this ordinance.

## Section 4. DEFINITIONS

- A. Downtown: Also referred to as "Central Business District" in the Master Plan of 1977, is that area of Berkeley that is defined in the Zoning Ordinance and accompanying maps of on and after July 14, 1982 as the "C-2" district.
- B. Gross Floor Area (GFA): As defined in Ordinance No. 3018-N.S. Section 22.24-3.

Section 5. PARKING, TRANSPORTATION SERVICES FEE AND OTHER RELATED REQUIREMENTSA. Applicability of Regulations

The provisions of this ordinance below apply to the following: 1) all new non residential construction and; 2) non residential additions of 1000 square feet of GFA or 25% of existing gross floor area, whichever is less.

B. Parking Space Required

Two off-street parking spaces or payment of an in-lieu fee shall be required for each 1000 square feet of GFA of new construction or construction of additions. A landowner may choose from the following two options; provide parking spaces on or off site subject to securing a use permit or payment of parking in-lieu fee. Satisfaction of the off-street parking space requirement of this ordinance shall not be accomplished through the use, lease or acquisition of existing parking facilities except as specifically allowed in Section 15.6n Ordinance No. 3018-N.S. for joint use parking.

The provisions set forth in this ordinance shall supersede Subsection 10.1(f) of Ordinance No. 3018-N.S.. In addition compliance with the off-street parking space requirements shall be subject to the provisions of Chapter 15 of Ordinance No. 3018-N.S. unless otherwise stated.

## (1) Parking Space Location

- a. This section supersedes Section 15.6(j) of the Zoning Ordinance 3018-N.S.
- b. Parking spaces provided on site or within 700 feet of site require a finding that the location will not unduly interfere with pedestrian movement or traffic circulation, lead to an excessive number of curb cuts along a blockface, or disturb residential uses;
- c. Parking spaces provided at a remote location between 700 feet and 1500 feet but no more than 1500 feet from the site require a finding that such spaces reasonably can be expected to relieve project parking demand, will not unduly interfere with pedestrian movement, or traffic circulation, lead to an excessive number of curb cuts along a blockface or disturb residential uses. If the proposed parking location in accordance with this section is not approved, applicant/landowner shall meet the parking in-lieu fee requirement.
- d. If parking spaces are provided, priority shall be given to providing preferential and discounted parking spaces for carpools, vanpools and the disabled.

## (2) Parking In-Lieu Fee

- a. The in-lieu parking fee shall be \$12,000 for each required parking space.
- b. The in-lieu parking fee shall be deposited in the Downtown Off-Street Parking Construction and Maintenance Fund.

- c. The in-lieu parking fee shall be payable to the City by the owner of any property subject to this ordinance, in a lump sum or paid annually in the amount of \$1,309 per parking space per year for 25 years (calculated as \$12,000 per space amortized over 25 years from the date of occupancy at approximately 10% interest).
- d. The in-lieu parking fee is payable to the City of Berkeley Finance Department as a condition of occupancy and if paid annually due on the 31st day of January of each year.

C. Transportation Services Fee

In order to maintain transit use, ridesharing and bicycling at or above current use rates and thus assure that the parking requirement of two spaces for each 1000 square feet of GFA is adequate to handle cars brought to the downtown the applicant/landowner shall pay a Transportation Services Fee (TSF).

- (1) The TSF may be paid in a lump sum at a rate of \$2.00 per square foot of GFA, or be paid annually for a 30 year period at the rate of \$.20 per year per square foot of GFA (as adjusted annually for inflation).
- (2) The TSF shall be deposited into the Transportation Services Fund and is payable to the City of Berkeley Finance Department as a condition of occupancy and if paid annually due on the 31st day of January of each year.

D. Bicycle Parking Requirement

For each 2000 square feet of GFA, every new development shall provide on site or on Right-of-Way, subject to location review and approval by City staff, a minimum of 1 bicycle parking space; either racks or lockers.

E. Off-Street Loading Zones

- (1) For each 40,000 square feet of GFA of new construction, 1 off street loading space shall be provided in accordance with Section 15.6-lb,d,e and f of Ordinance No. 3018-N.S.
- (2) The provisions of Ordinance No. 3018-N.S. Subsection 15.6-la and c do not apply.

Section 6. ESTABLISHMENT OF FUNDS

- A. The Downtown Off-Street Parking and Maintenance Construction Fund is hereby established. The purpose of the fund shall be for use by the City exclusively for acquisition of land, construction, maintenance and operation of parking facilities serving the downtown for use by the general public.
- B. The Transportation Services Fund is hereby established for the purpose of supporting and promoting alternatives to driving alone, assisting downtown commuters and customers in the use of ridesharing, transit, paratransit and bicycling. Cost items eligible for funding from the Transportation Services Fund shall include, in descending order of priority, but are not limited to the direct and related indirect costs of:
  - (1) promoting and marketing alternatives to the automobile

- (2) establishing and maintaining shelters, signs and kiosks at transit and paratransit stops;
- (3) establishing and maintaining bicycle parking facilities;
- (4) purchasing transit or paratransit passes, coupons and tickets to be made available at a discount to downtown employees and customers; and
- (5) other transportation alternatives, such as transit service improvements and downtown shoppers shuttle.

#### Section 7. EFFECTIVE DATE

The requirements set forth in this ordinance shall be applicable to all zoning permit, use permit and variance applications filed for approval of non-residential construction or non-residential additions of the lesser of either 1000 square feet of GFA or 25% of existing GFA which are filed on and after January 5, 1984 and will be in effect for a period of one year or upon completion of the Downtown Plan, whichever occurs first.

#### Section 8. ADMINISTRATIVE REGULATIONS

The Assistant City Manager for Planning and Community Development is hereby authorized to prepare administrative regulations, guidelines and any other mechanisms necessary to implement this ordinance.

#### Section 9. SEVERABILITY

If any chapter, section, sentence, clause or phase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each chapter, section, sentence, clause and phrase hereof, irrespective of the fact that any one or more chapters, sections, sentences, clause or phrases be declared invalid.

#### Section 10. POSTING

Copies of this ordinance are hereby ordered to be posted at the ten (10) prominent places set forth in Section 1.08 of the Berkeley Municipal Code.

At a regular meeting of the Council of the City of Berkeley, held on the sixth day of March, 1984, this Bill was passed to print and ordered published by posting by the following vote:

Ayes: Councilmembers Bach, Denton, Feller, Fukson, Hester, Lashley, Sweeney, and President Newport.

Noes: None.

Absent: Councilmember Washburn.

ATTEST: EDYTHE CAMPBELL  
City Clerk and Clerk of the Council

In effect: January 5, 1984

At a regular meeting of the Council of the City of Berkeley, held on the twentieth day of March, 1984, this Ordinance was finally adopted by the following vote:

Ayes: Councilmembers Bach, Denton, Feller, Fukson, Hester, Sweeney, Washburn, and President Newport.

Noes: None.

Absent: Councilmember Lashley.

ATTEST: EDYTHE CAMPBELL  
City Clerk and Clerk of the Council

Approved this 20th day of March, 1984.

EUGENE NEWPORT  
Mayor and President of the Council

This is to certify that the foregoing is a true and correct copy of Ordinance No. 5593-N.S., and the same was finally adopted on March 20, 1984, and that it was duly and regularly posted as provided by law.

ATTEST: Edythe Campbell  
City Clerk and Clerk of the Council

**Pearson, Alene**

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**To:** Commission  
**Subject:** FY 19-20 Commission Work Plan Reminder

**From:** Commission  
**Sent:** Friday, April 19, 2019 12:26 PM

**Subject:** FY 19-20 Commission Work Plan Reminder

Dear Commission Secretaries:

This is a reminder that commissions are required to draft and submit a work plan detailing their goals and objectives for the coming fiscal year (FY19-20) to the City Council. If you've not already done so, please be sure to agendize this topic for discussion by the commission and remind commissioners of this obligation.

The [Commissioners' Manual](#) discusses the development of work plans on page 12. Included is a link to the [July 19, 2016](#) Council item re work plans. Submitted work plans have been consolidated and are posted on the City's website [here](#). As stated in the Commissioners' Manual, it is the responsibility of commission members, not staff, to draft the content of reports to Council, including drafting the content of the work plan. Attached is the Council Meeting Timeline. Once adopted by the commission, the work plan may be submitted into the agenda process as an Information Item. Adopted work plans will be posted to the website once they have been submitted to Council.

Please let us know if you have any questions.

Best,

*Leslie S. Rome*  
*Assistant Management Analyst*  
*City Clerk Department*  
*2180 Milvia Street*  
*Berkeley, CA 94704*  
*Ph. (510) 981-6908 Fax (510) 981-6901*  
*website: [www.cityofberkeley.info](http://www.cityofberkeley.info)*  
*email: [lrome@cityofberkeley.info](mailto:lrome@cityofberkeley.info)*

\*\* To ensure a timely response from staff, please send all commission related requests and information to the **Commission Inbox** at [commission@cityofberkeley.info](mailto:commission@cityofberkeley.info). Election related requests and information should be sent to the **Elections Inbox** at [elections@cityofberkeley.info](mailto:elections@cityofberkeley.info).







Lori Droste, District 8  
Susan Wengraf, District 6

CONSENT CALENDAR  
July 19, 2016

TO: Honorable Mayor and City Council

FROM: Councilmembers Lori Droste, Susan Wengraf,  
Linda Maio, and Kriss Worthington

SUBJECT: Commission Work Plans

RECOMMENDATION

Commissions—with the exception of the Board of Library Trustees, Design Review Committee, and the Zoning Adjustments Board—will submit a work plan detailing its goals and objectives for the year. Plans will be submitted at the start of the fiscal year, annually.

FINANCIAL IMPLICATIONS

Although additional staff time will be needed to assist commissions in drafting work plans, staff time will be reduced overall if misaligned commission referrals are reduced. In addition, if boards and commissions do not direct city staff to perform research, gather information, or otherwise engage in activities involving projects or matters that are not aligned with the City's Strategic Plan, staff will be able to make more efficient use of their time.

BACKGROUND

The City of Berkeley is in the process of introducing its first strategic plan. To ensure that Berkeley's commissions are in alignment with the overall mission of the City, commissions should submit annual work plans. Each work plan should contain the following information:

1. Commission mission statement
2. What are the commission's goals? In order to achieve these objectives, please specify:
  - a. Resources
    - i. What specific resources are needed and available to achieve desired change? (i.e. staff time, \$, time, materials, equipment)
  - b. Program activities
    - i. What will the commission do with its resources?
    - ii. Processes, tools, events, technology, actions that are employed to bring about the intended objectives.

- c. Output(s)
  - i. What will be the direct results of commission activities?
  - ii. How much will be done? (i.e. Number of forums/meetings held, # of participants reached, etc.)
- d. Outcomes
  - i. The specific changes desired/achieved in the short-term (1-3 years) and long-term (4-6 years)

Outcomes should be measurable, action-oriented, and realistic (W. K Kellogg Foundation, 2004).

ENVIRONMENTAL SUSTAINABILITY

Not applicable

CONTACT PERSON

Lori Droste, City Councilmember District 8, 510-981-7180  
Susan Wengraf, City Councilmember District 6, 510-981-7160

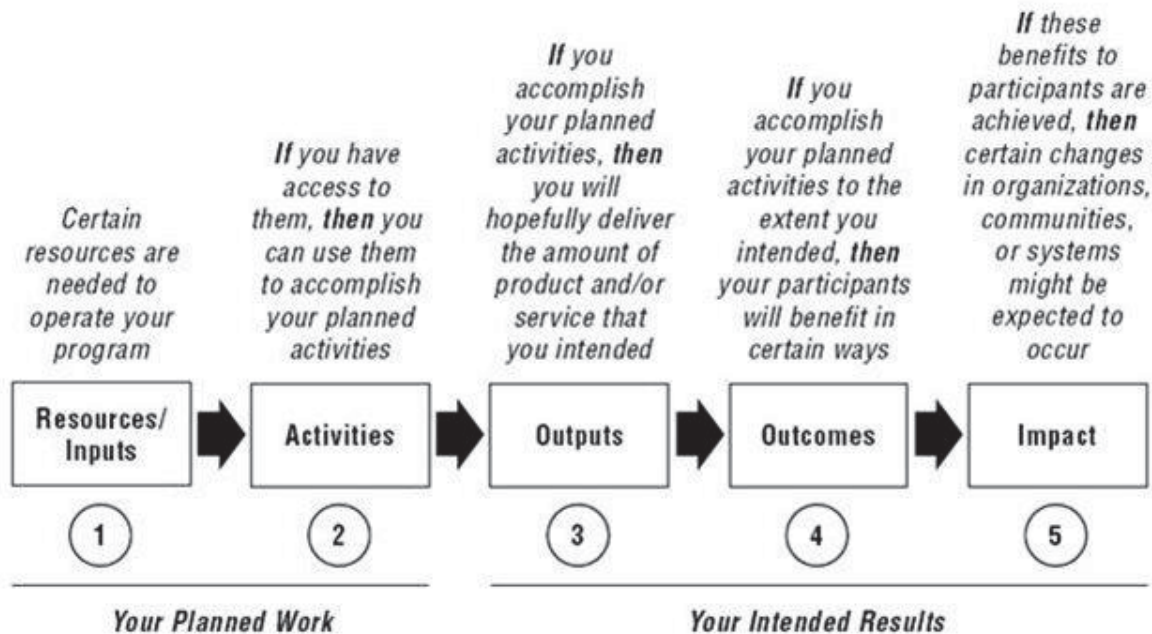
Attachments:

1: Logic Model Summary (W.K. Kellogg Foundation)

# Logic Model Summary

A logic model brings program concepts and dreams to life. It lets stakeholders try an idea on for size and apply theories to a model or picture of how the program would function.

The program logic model is defined as a picture of how your organization does its work – the theory and assumptions underlying the program. A program logic model links outcomes (both short- and long-term) with program activities/processes and the theoretical assumptions/principles of the program.



The Basic Logic Model components shown above are defined below. These components illustrate the connection between your planned work and your intended results.

They are depicted numerically by steps 1 through 5.

YOUR PLANNED WORK describes what resources you think you need to implement your program and what you intend to do.

CONSENT CALENDAR  
July 19, 2016

**1. Resources** include the human, financial, organizational, and community resources a program has available to direct toward doing the work. Sometimes this component is referred to as Inputs.

**2. Program Activities** are what the program does with the resources. Activities are the processes, tools, events, technology, and actions that are an intentional part of the program implementation. These interventions are used to bring about the intended program changes or results.

YOUR INTENDED RESULTS include all of the program's desired results (outputs, outcomes, and impact).

**3. Outputs** are the direct products of program activities and may include types, levels and targets of services to be delivered by the program.

**4. Outcomes** are the specific changes in program participants' behavior, knowledge, skills, status and level of functioning. Short-term outcomes should be attainable within 1 to 3 years, while longer-term outcomes should be achievable within a 4 to 6 year timeframe. The logical progression from short-term to long-term outcomes should be reflected in impact occurring within about 7 to 10 years.

**5. Impact** is the fundamental intended or unintended change occurring in organizations, communities or systems as a result of program activities within 7 to 10 years. In the current model of WKKF (W.K. Kellogg Foundation) grantmaking and evaluation, impact often occurs after the conclusion of project funding.

Compiled from:  
W.K. Kellogg Foundation. "Logic Model Development Guide." (2004)



Planning Commission

**2**

INFORMATION CALENDAR  
January 29, 2019

To: Honorable Mayor and Members of the City Council  
From: Planning Commission  
Submitted by: Chris Schildt, Chairperson, Planning Commission and Jeff Vincent,  
Chairperson of the Workplan Subcommittee  
Subject: Planning Commission Workplan 2018-2019

**INTRODUCTION**

The City of Berkeley Planning Commission (PC) hereby submits its work plan for Fiscal Year 2018, pursuant to the Berkeley City Council's request.

**CURRENT SITUATION AND ITS EFFECTS**

Unlike other city commissions, the PC's workload is almost exclusively dictated by referrals from the City Council. Each year, the Council goes through an extensive referral ranking process, which shapes the prioritization of work for the PC. Thus, by design, the PC has far less latitude than other city commissions in setting its agenda. As of October 2018, the PC has a workload of more than 40 referrals from the City Council.

The PC's workplan organizes the referrals around three strategic areas of PC interest/outcome, as described below. Across these strategic outcome areas, the PC aims to **demonstrate state-wide leadership in promoting social equity, affordability, and climate resilience issues**. In some cases this requires action to comply with new state laws, and in some cases this may involve going "beyond" state laws to recommend local land use policies that the PC feels will achieve more equitable results than state requirements.

***Strategic Outcome Areas:***

1. **Increase affordable housing.** This includes retaining and expanding the stock of affordable housing available throughout the city. The commission has identified three mechanisms by which we can advance this strategic outcome:
  1. Modify development standards to create more affordable housing;
  2. Revise administrative procedures and levels of discretion to streamline affordable housing;
  3. Develop community benefits and other value capture mechanisms in order to maximize affordability in new development.

2. **Promote healthy, livable communities.** This includes ensuring Berkeley residents live in safe, healthy, and accessible communities with parks, schools, local businesses, and cultural institutions, and promoting healthy mobility options for all residents.
3. **Support community economic development and commercial vitality.** This includes preserving and enhancing Berkeley's thriving neighborhood commercial areas and ensuring a vibrant downtown.

**Resources:** Significant staff time is required to conduct the research, write reports, and draft zoning language. In some cases, consultants are brought on board to assist staff.

**Activities:** For each referral, the PC's action requires staff time for substantive reports on each topic within each referral as well as developing draft zoning language changes. Often the draft zoning language goes through multiple revisions across multiple PC meetings.

**Outputs:** On nearly all referrals, the PC output consists of recommendations to the City Council.

## **BACKGROUND**

City Council has requested that each commission provide a workplan that explains the mission and goals of each appointed body. The mission of the Planning Commission, as outlined in the City Charter, reads:

*"The Commission recommends modifications to the City of Berkeley General Plan and related policy documents. All Zoning Ordinance amendments are developed through this Commission and recommended to the City Council. Other purviews include subdivision map consideration and review and comments on substantial projects from surrounding jurisdictions."*

Members of the PC have discussed their goals and prioritized three strategic outcomes to guide their 2018-2019 work as described above: 1) Increase affordable housing; 2) Promote healthy, livable communities; and 3) Support community economic development and commercial vitality.

At its meeting of November 7, 2018, the Planning Commission voted to adopt this workplan with Commissioner Vincent's edits and send it to City Council. [Vote: 8-0-0-1; Ayes: Martinot, Kapla, Schildt, Vincent, Fong, Pinto, Beach, Lacey. Noes: None. Abstain: None. Absent: Wrenn. Motion/Second: Kapla/Schildt]

The attached Planning Commission Workplan Table 2018-2019 (see *Attachment 1*) shows prioritized referrals, referrals awaiting action from other commission(s), referrals ranked by City Council that are slated for PC action to begin after the current work planning period (ending June 2019) based on resources and capacity, and referrals not

ranked by City Council for 2018-2019 work plan but which will be added to PC work schedule in priority order once ranked by Council.

**ENVIRONMENTAL SUSTAINABILITY**

The PC's workplan aids in advancing the city's goals around sustainability and greenhouse gas reduction.

**POSSIBLE FUTURE ACTION**

The PC's pace in working through City Council referrals is determinant on staff support. Currently, the Long Range Policy Group has two FTE staff planners (with plans to hire a 3<sup>rd</sup> and 4<sup>th</sup> soon) that support the growing workload of the PC. The PC is understaffed relative to its workload, as created by the City Council and relative to other Commissions. The PC's ability to move more quickly through City Council referrals could be greatly improved by increasing staff support to the PC.

The PC also makes additions or changes to the workplan as expedited referrals and other timely requests which arise from the City Council.

***Resources Needed:*** Given the urgency of the housing situation in the City of Berkeley, additional staff support for the PC seems to be a prudent priority for city leaders to address.

**FISCAL IMPACTS OF POSSIBLE FUTURE ACTION**

Increasing staff support to the PC will likely incur expense to the City of Berkeley Planning Department.

**CONTACT PERSON**

Alene Pearson, Commission Secretary, Land Use Planning Division, 510-981-7489

Attachments:

1: PC Workplan Table 2018-2019

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 Planning Commission Workplan Table 2018-2019

ATTACHMENT 1

REFERRALS to Planning Commission by the City Council	RANKING* - RRV & HAP	STRATEGIC OUTCOME AREAS			
A. Referrals Prioritized by PC for 2018-2019 Workplan		1. Increase Affordable Housing	2. Promote Healthy, Livable Communities	3. Support Economic Development and Commercial Vitality	Waiting on other Commission ?
Small Business Package	started			x	
Moderate Impact Home Occupations	started			x	
Comprehensive Cannabis Ordinance	3 started referrals		x	x	
Density Bonus Package	56, 16, and 2 started referrals	x			JSISHL
Student Housing Package	16, 56, and two started referrals	x			JSISHL
Adeline Community Benefits/Land Value Capture	10	x	x		
Streamline Permitting for Affordable Housing	started	x			JSISHL
Zoning Ordinance Revision Project Phase 1 & 2	started		x		
Green Affordable Housing	started	x			
Flexible Ground Floor Uses	25 and one started referral	x			
Housing Linkage Fees	started (short-term)	x			

B. Referrals Awaiting Action by Other Commission(s)		1. Increase Affordable Housing	2. Promote Healthy, Livable Communities	3. Support Economic Development and Commercial Vitality	Waiting on other Commission ?
Reclassify 1050 Paker from MU-LI to C-W	57			x	ZAB approval



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 Planning Commission Workplan Table 2018-2019

ATTACHMENT 1

REFERRALS to Planning Commission by the City Council	RANKING* - RRV & HAP	STRATEGIC OUTCOME AREAS			
Green Stormwater Requirements from CEAC			x		CEAC
Air Pollution Performance Standards from CEAC			x		CEAC
Denial of Permits to Violators			x		HAC

C. Referrals ranked by City Council, work to begin after end of this work planning period (June 2019) TBD, based on resources and capacity		1. Increase Affordable Housing	2. Promote Healthy, Livable Communities	3. Support Economic Development and Commercial Vitality	Waiting on other Commission ?
Toxic Remediation Regulations	started		x		
Green Development Standards from CEAC	started (by CEAC)		x		
Lower discretion for internal remodeling	14		x		
Expand boundaries of Downtown Arts District	17			x	
Junior ADUs	20				
San Pablo Ave Specific Area Plan	23		x		
ADUs in very high fire zones	43		x		
Health Equity and Innovation District	49		x		
Research Tiny Homes, YSA Tiny Homes	63	x			
Commercial Square Footage in C-E	59			x	

Page 6 of 9  
 Planning Commission Workplan Table 2018-2019

ATTACHMENT 1

REFERRALS to Planning Commission by the City Council	RANKING* - RRV & HAP	STRATEGIC OUTCOME AREAS			
D. Referrals not ranked by City Council for 2018-2019 work plan; will be added to work schedule once ranked based on ranking.		1. Increase Affordable Housing	2. Promote Healthy, Livable Communities	3. Support Economic Development and Commercial Vitality	Waiting on other Commission ?
Demolition Ordinance		x			
ADUs for Homeless		x			
Fee Waivers for Housing Trust Fund Projects		x			
Auto Uses in C-SA				x	
ADA Improvements in ADUs			x		
Inclusionary Requirement for Live/Work		x			
Mini Dorms (student housing)		x			
ADU Mods			x		

\* "started" is a referral on which substantive work began before last Council RRV, thus not subject to re-ranking. If blank, the referral has not yet been ranked by the City Council

NOTE: Many of these referrals touch on all 3 strategic outcome areas.