

Complete the survey at the link below

https://www.surveymonkey.com/r/housingsurvey_alameda2019



or scan this QR code
with your cell phone

**Do you live in Alameda County?
Are you concerned about Housing?
Alameda County Housing Survey**

Take this survey to provide feedback on housing characteristics in Alameda County. Your responses will help to guide housing policy in your area!

You can learn more information about the housing survey, or the 2020-2024 Alameda County Regional Analysis of Impediments to Fair Housing Choice by e-mailing HousingSurvey@mbakerintl.com.

Esta encuesta también está disponible en español.

此調查已被翻譯為繁體中文。



YOUR VOICE COUNTS.



Please join us for an in-person community meeting:

Meeting 1
August 13, 2019
1pm to 3pm

Berkeley Central Library
3rd Floor Community
Meeting Room
2900 Kittredge Street
Berkeley, CA 94704

Meeting 2
August 21, 2019
5pm to 7pm

Oakland Library
Community Room (2nd Floor)
81st Avenue Branch
1021 81st Ave
Oakland, CA 94621

Meeting 3
August 24, 2019
11am to 1pm

Hayward City Hall
Conference Room 2A
(2nd Floor)
777 B Street
Hayward, CA 94541

Pearson, Alene

Subject: FW: Berkeley Regional Housing Survey & Housing Workshop

From: Katz, Mary-Claire
Sent: Thursday, July 11, 2019 12:42 PM
Subject: FW: Berkeley Regional Housing Survey & Housing Workshop

Hello Commission Secretaries,

Please see message below about the Regional Analysis of Impediments to Fair Housing, and the survey we are distributing to get community feedback on barriers to fair housing. We would appreciate you distributing this survey to your commissioners, and any other group you think would be interested in providing this feedback.

Thank you!

Mary-Claire

From: Babka, Rhianna
Sent: Wednesday, July 03, 2019 4:31 PM
To: Babka, Rhianna <RBabka@cityofberkeley.info>
Cc: 'housingsurvey@mbakerintl.com' <housingsurvey@mbakerintl.com>
Subject: Berkeley Regional Housing Survey & Housing Workshop

Hello,

The City of Berkeley and the County of Alameda want your feedback on housing issues, as part of an action-focused report called Regional Analysis of Impediments to Fair Housing Choice (Regional AI).

Your feedback will help guide housing policies and housing goals in your area!

To help, please take this 10-15 min [Alameda County Regional Housing Survey](#) (Click on Link) and share your views on housing characteristics and housing needs.

Please forward this survey along to any friends, clients, colleagues, and/or organizations that would be interested in participating in the future of our County's housing policies!

Would you like paper copies provided to your organization or clients? If so, reply to this message with a request to receive paper-copy versions of the survey. I have also attached copies of the survey if you would like to view or print these out yourself.

This survey is also available online in Spanish (Español) and Traditional Chinese (中文); paper versions may also be available in Tagalog, Vietnamese (Tiếng Việt), or additional languages by contacting (510) 238-6468. If you have trouble viewing this survey and would like assistance due to a disability, please contact (510) 238-5219. If link above link, does not work, go to: https://www.surveymonkey.com/r/housingsurvey_alameda2019.

Additionally, **you and all County residents are invited to attend one of these community engagement meetings** for a more in-depth discussion. Please RSVP to me at the information provided below:

Tuesday, August 13, 2019, 1:00 - 3:00 p.m.

Berkeley Central Library

3rd Floor Community Meeting Room
2900 Kittredge Street, Berkeley, CA 94704

Wednesday, August 21, 2019, 5:00 - 7:00 p.m.

Oakland Library 81st Avenue Branch

Community Room, 2nd Floor
1020 81st Street, Oakland, CA 94621

Saturday, August 24, 2019, 11:00 am - 1:00 p.m.

Hayward City Hall

Conference Room 2A, 2nd Floor
777 B Street, Hayward, CA 94541

You can learn more information about the housing survey, or the 2020-2024 Alameda County Regional Analysis of Impediments to Fair Housing Choice by contacting me with your questions.

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2900 Kittredge Street	81st Avenue Branch	777 B Street
Berkeley, CA 94704	1021 81st Ave	Hayward, CA 94541
	Oakland, CA 94621	

Thank you,

Rhianna Babka

City of Berkeley
Housing and Community Services
2180 Milvia Street, 2nd Floor
Berkeley, CA 94704
(510) 981-5410 (tel)
(510) 981-5450 (fax)
rbabka@ci.berkeley.ca.us

Please note: As a cost saving measure the City of Berkeley is closed the 2nd Friday of every month. Additional closures may occur. For the latest City Closures and Holidays please check the City of Berkeley Homepage at www.ci.berkeley.ca.us .

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July 12, 2019

To: Planning Commission

From: Rob Wrenn

Re: Parking Referrals

I think the best approach might be to pair a reduction of parking requirements in much of the City with adoption of the transportation services fee (or “Transportation Impact Fee”) that was referred to the City Manager by the City Council in July 2016. Under this approach, the Planning Commission should recommend that the fee and the changes in parking requirements take effect on the same date. The substantial costs savings that could be realized through providing fewer parking spaces would make it easy for developers to pay the fee. The fee would capture part of the increased value resulting from reduced parking requirements. The fee could be used to pay for measures which implement the City’s Pedestrian and Bicycle plans, and which improve or supplement public transit service in Berkeley.

In the staff report for the May 1, 2019 Planning Commission meeting, it’s stated that “one parking spot can cost between \$35,000 and \$90,000 depending upon configuration and location”. For a hypothetical 100 unit, 80,000 sq ft project in most commercial zoning districts, 80 spaces (1 per 1000 sq ft) would be required. (it would be 100 spaces, 1 per unit, in C-W and MUR.) The cost of the parking, using the estimate in the staff report, would be \$2.8 to \$7.2 million. If the parking requirement were reduced to 1 space per 2000 sq ft, the cost of the reduced amount of required parking would be \$1.4 to \$3.6 million. A transportation impact fee of \$5000 or \$10,000 a unit would result in an added cost of \$500,000 or \$1 million for this hypothetical project and would be affordable to a developer providing the reduced amount of parking. If a parking requirement of 1 per 3 units were adopted, the savings in cost, if the smaller amount of required parking were provided, would be even less.

What should the new requirement be? It could be 1 per 2000 sq ft or half the current requirement in most commercial zoning districts in the city, or it could be 1 space per 3 units, the current downtown parking requirement, and the amount of parking recommended for the Adeline Corridor in the draft Adeline Corridor Plan. Whatever change we propose should also apply to R-3 and R-4. For projects with 50% or more units affordable to households at 80% of area median income and below, I think the parking requirement should be zero as an added incentive for creating needed below-market affordable units. It would probably make sense to exempt below market affordable projects from paying a transportation impact fee as well. Market rate developers who opt to take advantage of the state density bonus could request a further reduction in parking below whatever standard is adopted as density bonus concession.

In the event that this approach is adopted, it would make sense to revise Downtown zoning to eliminate the parking in lieu fee. **The parking requirement for Downtown** could be set to zero parking spaces per unit. Downtown, like the Southside, and unlike the rest of the City, has a

majority of no-car households, a large proportion of its population is made up of UC students. No parking is required for C-T and R-SMU in the Southside, and none will be required in any part of R-S if the Council accepts the Planning Commission's recommendation.

While changing parking requirements for buildings of ten units or more, we should also consider requirements for smaller buildings of 1-9 units, senior living, and dorms. We could recommend the following:

10 or more units: 1 per 2000 sq ft or 1 per 3 units

1-9 units: 1 per 2000 sq ft

Senior living: 0

Dorms: 0

It's fine that the City is working on a parking utilization study; more data is good. We should, however, not add a lot of complexity to parking requirements, by trying to craft variable standards based on existing parking demand. I think there should be one requirement for residential parking in Downtown and the Southside, areas with the most students and fewest car owners, and one standard for all other commercial zoning districts within a specified distance of transit service (see below). Current requirements should remain in effect for areas with poor transit service (the hills, for instance). Current demand should not be the basis for parking requirements. I think the goal should be to encourage provision of housing for those who choose to live in Berkeley without a car. More housing and greater density without more traffic and greenhouse gas emissions.

Where should the new requirements apply? I would suggest within ½ mile, or kilometer, or 2/3 mile of a BART station, and ¼ mile of a bus stop with buses scheduled to arrive every 15 minutes or less, and ¼ mile of the Amtrak station. In Berkeley, the estimated number who commute to work by public transit is 13,843. Of these, an estimated 9,968, or 72%, use BART ("Subway or elevated"); 3,568, or 26%, take the bus; and an estimated 29, or .4%, take the train ("Railroad"). Given the minimal usage of Amtrak, at least for commute trips, I don't think it should be treated as a transit hub like a BART station. Source: 2013-2017 American Community Survey 5-year Estimates. (see attached).

Residential Permit Parking. If on-site parking requirements are reduced, it will be important to put limits on purchase of residential parking permits by new residents. The purpose of reduced parking should be to facilitate car-free living not to enable developers to avoid the cost of providing parking for residents with cars. It would make sense to prohibit purchase of RPP permits in neighboring R-zoned districts for residents of new commercial zoning district housing, and also to deny RPP permits to R district projects above a certain size (5 units? 10 units?). It is the norm now for any project that gets reduced parking to be denied RPP permits. If we are going to do across the board cuts in parking requirements, then developers will have less need to seek reductions as density bonus concessions or by taking advantage of zoning language that allows reductions in parking with a use permit.

The other alternative. The original 2015 referral on Green Affordable housing Included the following: “Determine a process whereby the costs saved by parking reductions will be designated for affordable units or the Affordable House Trust Fund.” In response to that I presented the option of applying the Downtown’s in lieu parking fee approach to other areas with good transit service. Below market affordable units could be exempted from the fee, so that a 100% affordable project would pay no fee for reducing parking and other projects that include affordable units would not have to pay as large a fee. An in-lieu parking fee does not require a nexus study since it’s voluntary and I should think the funds generated could be put to a variety of uses including affordable housing. The approach outlined above of adopting reduced parking requirements along with a transportation services fee would not generate funds that could be used for affordable housing. Adoption of a transportation services or impact fee requires a nexus study. Money from such a fee could be used to pay for things that implement the city’s pedestrian and bicycle plans, that improve or supplement transit service, or that help achieve the city’s Vision Zero goal. These are all worthy of funding. The transportation fee as proposed in the 2000s was trip based and could be reduced by incorporating TDM measures to reduce trips. If parking is reduced, fees could be reduced, though housing units occupied by people who don’t own cars can still generate trips, including Uber and Lyft trips, visits by car-owning friends and family, deliveries by UPS, Amazon Prime, etc.

Transportation Demand Management: The city should require reasonable TDM measures not only in the Downtown but for housing in all commercial zoning districts and in high density residential zoning districts. The City has already taken action on bicycle parking requirements. Beyond that the City could use GreenTRIP certification as a basis for a reduction in the transportation services fee that developers would be required to pay.

Unbundled parking should be implemented at the same time as reductions in required parking and a clear policy of denying RPP permits to new buildings in Commercial zones or large new buildings in the RPP zones. To sum up, I would propose that reduced residential parking requirements, a TSF, unbundling, and RPP restrictions be implemented together. GreenTRIP certified projects could be entitled to a reduced TSF.

U.S. Census Bureau



B08006

SEX OF WORKERS BY MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

	Berkeley city, California	
	Estimate	Margin of Error
Total:	60,266	+/-1,160
Car, truck, or van:	23,363	+/-986
Drove alone	19,489	+/-937
Carpooled:	3,874	+/-395
In 2-person carpool	2,659	+/-370
In 3-person carpool	979	+/-172
In 4-or-more-person carpool	236	+/-119
Public transportation (excluding taxicab):	13,843	+/-783
Bus or trolley bus	3,568	+/-490
Streetcar or trolley car (carro publico in Puerto Rico)	32	+/-28
Subway or elevated	9,968	+/-637
Railroad	229	+/-83
Ferryboat	46	+/-28
Bicycle	4,844	+/-445
Walked	10,832	+/-752
Taxicab, motorcycle, or other means	1,038	+/-215
Worked at home	6,346	+/-457
Male:	30,299	+/-941
Car, truck, or van:	11,451	+/-631
Drove alone	9,595	+/-601
Carpooled:	1,856	+/-240
In 2-person carpool	1,261	+/-215
In 3-person carpool	497	+/-129
In 4-or-more-person carpool	98	+/-50
Public transportation (excluding taxicab):	6,988	+/-585
Bus or trolley bus	1,737	+/-313
Streetcar or trolley car (carro publico in Puerto Rico)	22	+/-23
Subway or elevated	5,017	+/-480
Railroad	184	+/-69
Ferryboat	28	+/-24
Bicycle	2,806	+/-318
Walked	5,037	+/-560
Taxicab, motorcycle, or other means	694	+/-153

	Berkeley city, California	
	Estimate	Margin of Error
Worked at home	3,323	+/-342
Female:	29,967	+/-1,017
Car, truck, or van:	11,912	+/-619
Drove alone	9,894	+/-601
Carpooled:	2,018	+/-279
In 2-person carpool	1,398	+/-248
In 3-person carpool	482	+/-103
In 4-or-more-person carpool	138	+/-88
Public transportation (excluding taxicab):	6,855	+/-516
Bus or trolley bus	1,831	+/-319
Streetcar or trolley car (carro publico in Puerto Rico)	10	+/-15
Subway or elevated	4,951	+/-433
Railroad	45	+/-32
Ferryboat	18	+/-15
Bicycle	2,038	+/-300
Walked	5,795	+/-663
Taxicab, motorcycle, or other means	344	+/-120
Worked at home	3,023	+/-284

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An 'L' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An 'l' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An 'u' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Pearson, Alene

From: Alden Jenks <aldenjenks@gmail.com>
Sent: Tuesday, July 16, 2019 3:20 PM
To: Pearson, Alene
Subject: 2352 Shattuck

Hello,

I engaged in the usual evasive action driving into Berkeley (avoid Shattuck at all cost!). When I got to the bank I learned that my bank (and maybe Staples? the whole block?) was to be torn down and replaced by 2 --- TWO -- buildings, each to be 8 --- EIGHT --- stories high. This will certainly be the nail in the coffin for dear old Berkeley (if you try to drive from University to Ashby on Shattuck Avenue the problems will immediately become apparent). Dear old Berkeley, now just another unpleasant, smelly, overcrowded urban slum.

I urge to Commission to restrain their (apparently) endless appetite for expansion. Our quality of life is going right down the drain.

Alden Jenks

Pearson, Alene

From: T. Taplin <terryataplin@gmail.com>
Sent: Wednesday, July 17, 2019 6:26 PM
To: Pearson, Alene
Subject: Zoning Ordinance Amendments for Cannabis Uses

Dear Secretary Pearson,

I would like to submit the follow for Public Comment during tonight's discussion of the Zoning Ordinance Amendments for Cannabis Uses

My name is Terry Taplin. I am poet, and editor, recent graduate from the Creative Writing MFA program at Saint Mary's College, and a resident of District 2. I am a member of the Berkeley Cultural Trust, as well as a former Children Youth and Recreation Commissioner, and Civic Arts Commission.

I serve of the Space Committee of the Berkeley Cultural Trust with Rick Auerbach of WEBAIC who has been introducing me to the world of urban planning in Berkeley, something that's been a bit of a hidden passion of mine.

I am writing you tonight to express some of the concerns that may come about as a result of allowing cannabis cultivation in MM and MU-LI zones. I myself am very excited for the new cannabis industry and I am proud of the industries that West Berkeley hosts. I am however concerned that expanding into MM and MU_LI could result in the displacement of artists and arts organization that are currently in these zones. In Oakland we've seen artists and workers driven out of industrial spaces by companies that are able pay higher rents. My worry is that, in addition to having to compete with tech firms for commercial office space artists in these zones will now have to contend with a new powerful industry.

Moving cannabis cultivation closer to the R zones I feel will also drum concern among parents, even with the buffers in place.

I am in support of helping new industries expand but I am concerned that many stakeholders, namely artists and arts orgs currently in these zones might not keyed in as much as they could be. I would urge that we not rush to expand into these zones until we've had more time to see how the industry is doing in the M zone, and how other Cities' are faring and whether we might be able to mitigate further friction down the line.

I am also just catching up to speed with recent city developments so I apologize if I'm late to the public process or if a wider town-hall/public input opportunity is currently underway.

Sincereley,
Terry Taplin

--

Nutrisco et Extinguo

Pearson, Alene

From: C schwartz <cschwartz29@yahoo.com>
Sent: Wednesday, July 31, 2019 11:32 AM
To: Shen, Alisa
Cc: Schoonover, Steve; Pearson, Alene
Subject: City of Berkeley, Planning Commission Video for meeting, July 17, 2019

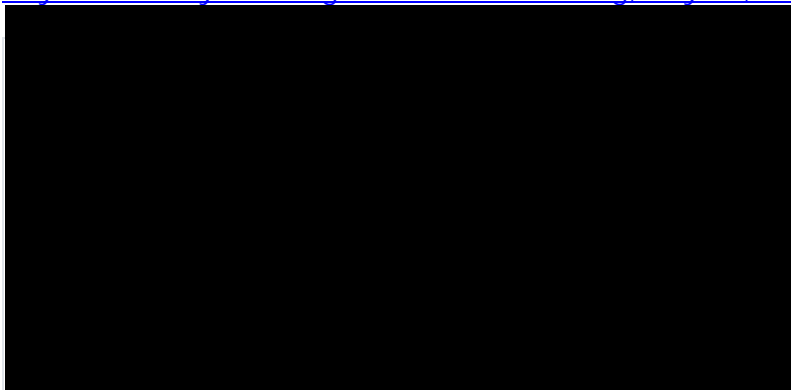
Hello all,

Please find the link below to the above.

Most likely see you soon.

Best regards,
Christine Schwartz

[City of Berkeley Planning Commission meeting, July 17, 2019 by Christine Schwartz](#)



**City of Berkeley Planning Commission meeting,
July 17, 2019 by Christine...**

City of Berkeley Planning Commission, July 17, 2019
AGENDA ITEMS: All agenda items are for discussion and
possib...