OUTLINE

- Background
- Recommendations
- Survey Results
- Alternative Actions Considered
- Next Steps
- Planning Commission Presentation
Adopted Plans
- Climate Action Plan (2009)
- Pedestrian Master Plan (2010)
- Resilience Strategy (2016)
- Berkeley Bicycle Plan (2017)
- City of Berkeley Strategic Plan (2018)

Adopted Programs
- One-way Vehicle Share (2016)
- Bike Share (2018)
- Electric Mobility Roadmap (2020)
CITY COUNCIL REFERRALS REQUESTING PARKING REFORM

- **Green Affordable Housing (2015)**
  - Policy 1 – Identify and Research Barriers to Affordable Housing
  - Policy 2 – Implement Parking Reform
    - Eliminate Parking Minimums
    - Establish Parking Maximums
    - Create a Transportation Demand Management (TDM) Program

- **Citywide Green Development Standards (2016)**
  - Apply C-DMU’s TDM requirements to large projects citywide
WHICH COMES FIRST?
COVID-TIMES ARE NOT NORMAL
RESIDENTIAL PARKING UTILIZATION STUDY

Goals:
- Collaboration with Transportation Division
- Define Study Area and Project Type
- Observe Parking Behavior
- Research Car Registration Data

Results:
- Overall Occupancy: 55%
  - Off-street: 45% occupancy
  - On-street: 61% occupancy
- Registration: 0.5 cars per unit
FORMULATING RECOMMENDATIONS

Parking Study & Discussions

PC Staff CC
PARKING REFORM RECOMMENDATION PACKAGE

1. Reducing Off-Street Parking Minimums

2. Establishing Off-Street Parking Maximums in High-Quality Transit Area

3. Changes to the Residential Preferential Parking (RPP) Program

4. New Transportation Demand Management (TDM) Requirements
PARKING MINIMUMS

Current Off-Street Parking Minimum Residential Parking Requirements:

- Produce too many parking spaces
- Increase housing costs
- Reduce opportunities for more housing
- Conflict with City of Berkeley climate and public safety goals
Eliminate off-street parking minimums only for new projects of 10 or more units in high-density residential and commercial mixed use districts
Eliminate off-street parking minimums for all new housing projects of any size, except if located in the ES-R district or on narrow streets in the Hillside Overlay.
<table>
<thead>
<tr>
<th>District</th>
<th>Planning Commission</th>
<th>Staff</th>
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<tbody>
<tr>
<td>Environmental-Safety Residential District</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Hillside Overlay: 26 feet or less</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Hillside Overlay: 26 feet or more</td>
<td>Not necessary</td>
<td>No</td>
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<tr>
<td>All Other Districts</td>
<td>Not necessary</td>
<td>Yes</td>
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**Option A (Planning Commission)**
- Projects of 2 units or greater
- Except if in the ES-R district or on narrow streets in the Hillside Overlay

**Option B (City Staff)**
- Projects of 10 units or greater
- Except if anywhere in the ES-R district or the Hillside Overlay
Short Term Recommendations

Option 1
- Residents of all newly-constructed residential buildings are not eligible for RPP permits

Option 2
- Expand RPP eligibility to residents of all existing and new residential buildings

Long Term Recommendation
Refer City Manager to overhaul the RPP program
TRANSPORTATION DEMAND MANAGEMENT (TDM)

All new projects of 10 or more units must:

1. Provide off-street **bicycle parking** per the 2017 Berkeley Bicycle Plan
   - 1 locked space for every 3 bedrooms
   - 2 streetside spaces, or 1 for every 40 bedrooms

2. Provide **real-time transportation information** displayed on monitors in project common areas;

3. Offer residents **free monthly transit passes** or equivalent Clipper Card credit for a period of ten years

4. “**Unbundle**” off-street parking.
# SUMMARY OF PARKING REFORM OPTIONS

<table>
<thead>
<tr>
<th></th>
<th>All Housing Projects</th>
<th>Two Units or More</th>
<th>Five Units of More</th>
<th>Ten Units or More</th>
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<td>Reduce Parking Minimums</td>
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<td>Institute Parking Maximums</td>
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<td>Establish a TDM Program</td>
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<td>City Staff Planning Commission</td>
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ALTERNATIVE ACTIONS CONSIDERED

1. A Citywide TDM Program
2. Transportation Impact Fees (TIF)
3. ADA Parking Requirements
NEXT STEPS

- Hear presentation from Planning Commissioner
- Hold a public hearing on the parking reform package
- Choose options outlined in the report
- Refer back to Planning Commission any outstanding items that need consideration or study