

ATTACHMENT 2 – COMPILATION OF P&Z COMMISSION RESPONSES

Paid Parking in Commercial Districts

Questions

- Should parking meters be installed on both Solano and San Pablo Avenues?
 - P Moss Yes
 - L Panian Yes
 - D Arkin Yes (on Solano Ave only)
 - P Maass Yes (possibly on San Pablo)

- Should parking enforcement hours be expanded to include evenings and Sundays?
 - P Moss – Yes
 - L Panian - No
 - D Arkin - No (Meters could if not limited, i.e. able to go ~3 hours)

- Should paid parking be implemented along side streets in areas directly in front of commercial uses?
 - P Moss - Yes
 - L Panian No
 - D Arkin Yes (Perhaps further down each block, with passes for residents.)

- Should parking meters have variable rates, so that high use areas cost more per hour?
 - P Moss No
 - L Panian Yes
 - D Arkin No (Albany is small enough that one rate will suffice)

- Should parking meters have a time limit or allow unlimited time?
 - P Moss Unlimited
 - L Panian Limit
 - D Arkin Unlimited initially. Provide up to 3 hours, with ability to renew.

- Should funding go back to paid parking area only, or to general fund?
 - P Moss General Fund
 - L Panian General Fund
 - D Arkin General Fund, with priority placed on commercial district improvements.

- Should the process to allow for an adjustment for shared off-street parking be revised?
 - P Moss Yes
 - L Panian Maybe
 - D Arkin Yes, anything to make it easier.

- Should specific locations be reserved for low emission vehicles or city car share members?
 - P Moss Yes
 - L Panian Yes
 - D Arkin Yes, for car share and Zero emission vehicles, not for hybrids.

Comments/Recommendations

- Review the effect parking meters will have on neighborhood cross streets. If the effect is negative, would implementing a permit parking zone be a mitigation?
 - L Panian Maybe
 - D Arkin Yes, probably have to be implemented at the same time, or parking would be pushed further into residential zones.
 - P Maass Yes. Consider a citywide residential parking permit program. (See Commissioner Maass's memo, Attachment 3, for more detailed information.)

- Obtain revenue figures from the City of Berkeley regarding paid-parking on Solano Ave.
 - D Arkin Also general cost/ benefit info on which types of paid parking work best.

- Comment from Commissioner Arkin – If commercial applicants are asking for a waiver of parking spaces, and the waiver is warranted given a survey of available parking, the waived spaces should still cost the applicant a nominal fee that can be paid into a specific fund for the general improvement of transit opportunities. (Not limited to building parking...moneys could go toward bicycle racks, restriping streets for more spaces, a trolley-like local bus, etc.)

Also, if a commercial applicant wants to provide MORE parking than is required by our ordinance, that additional parking needs to be made available to the public.

Residential Permit Parking Zones

Questions

- In commercial areas, should residential permit parking zones have a mixture of residential and paid parking?
 - P Moss No
 - L Panian Maybe
 - D Arkin Yes on side streets

- Is the requirement that the occupancy rate be at least 75% during the peak parking period adequate or too high?
 - L Panian Adequate
 - D Arkin Need to be able to pay for enforcement, so some minimum amount of parking pressure may be warranted.

- To ensure that there is adequate street parking in residential zones, should the city contemplate code enforcement of existing private parking (e.g. illegally converted garages)?
 - P Moss Yes
 - L Panian Maybe
 - D Arkin Not sure if this is right priority. What if a household does not own a car and their garage is full of bicycles? Thinks this could be better addressed through worse parking conditions. If street parking is difficult, homeowners will find a way to park vehicles on their lots. Would support the enforcement of illegally converted front porches first.

Comments / Recommendations

- If a permit parking zone includes a school, how would parking be impacted, as many of the schools do not have adequate student or employee parking?

- P Moss Waivers
 - D Arkin Permit parking zone would inspire alternative transit, and broader distribution of parking pressure, thereby relieving those otherwise impacted most.
- Automobile repair uses often use residential streets to park cars. What impacts would a Residential Parking Permit have on these uses?
 - P Moss Use of residential streets to park cars is illegal.
 - D Arkin Would require them to find commercially available parking as an alternative, for example at a local apartment building that has available parking during daytime hours.
 - If only one permit parking zone is allowed to be created per year, determine a prioritization system.
 - P Moss Not a good idea.

Residential Parking Space Requirement Adjustment (Measure D)

Questions

- Would an adjustment to the requirements of Measure D be beneficial (e.g. alter parking requirements so that studio- and 1-bedroom units are only required to provide 1 off-street parking space and 2+ bedroom units are required to provide 2 off-street parking spaces)?
 - P Moss Yes
 - L Panian Impacts of Measure D should be formally assessed. Proposed changes should be considered in the context of changing patterns of development and car use over the 30 years since Measure D has been in effect.
 - D Arkin Yes. This would incentivize smaller residential units, and development of housing in general.
 - P Maass Yes.
- Should parking requirements stay to ensure adequate off-street spaces for residents?
 - D Arkin In fairness to applicants over the past 30 years, we should continue to require 2 off-street spaces at R-1 properties (with exceptions and no requirements that the spaces actually be used). We should not require any additional parking for secondary residential units, or create a ‘bicycle only’ second unit option.
- If an adjustment is recommended, should it apply only to specific projects such as Senior Housing?
 - D Arkin Senior housing and similar projects could contemplate further reductions and these should be written into the adjustment.