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COUNCIL MEETING OF:

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.