

# GOBERKELEY SMARTSPACE: VIRTUAL COMMUNITY MEETING FOR THE SOUTHSIDE\TELEGRAPH NEIGHBORHOOD

Notes from 12-15-2021 Community Meeting 6:30 PM – 8:00 PM

Team: Dana Rubin, Gordon Hansen, Dianne Yee, Ayaka Habu, Ezra Pincus-Roth, Tom Brown

Number of Attendees: 66

## Break-out Group (Room 1)

- **Resident:** What precipitated this project? This didn't seem to be a problem before.
- **Gordon:** Circa 2010, goBerkeley started. Through outreach, learned about the 2h shuffle, couldn't address the 2h shuffle at that time. Applied for an MTC grant in 2015 to try to use tools learned in goBerkeley to study better managing parking. We did parking data collection and public surveys in Fall 2019, but this data is no longer relevant due to COVID-19 changing traffic patterns.
- **Resident:** Supports all three of the alternatives. Curious to see what the data is—how many employees who drive and don't have permits through their merchants? Then we can learn the impact of providing more merchant passes or extending the time limits.
- **Resident:** Agrees that residents could've had more outreach, and that more baseline data is necessary.
- **Resident:** Would like to learn more about parking passes. To support merchants without impacting residents. Would like to learn how many passes and how to limit the number to merchants. Thank you for listening to community input.
- **Gordon:** We don't want to provide passes to all merchants and employees. We are trying to accommodate those who really need to drive, but don't want to incentivize more driving. Perhaps there's a way to introduce a pricing scheme for number of permits. Currently, merchants in Elmwood can have 1 hangtag permit. Those merchant parking permits are \$185/year.
- **Resident:** How many permits would to merchants?
- **Gordon:** We currently don't have that data on how many employees really need to drive/don't have options, but we are going to work with merchants to find that out.
- **Resident:** **Recommendation by resident:** If College Ave would be a traffic-free zone, the City could use the money for a garage and for encouraging biking, it would be very vibrant—envisioning some cities in Europe.
- **Resident:** For extending the time limit in RPP areas, does that involve parking meters? Or the street sign would change?

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- **Gordon:** No, the parking meters is off the table. Yes, the signage would change from 2h to a longer time limit.
- **Resident:** Would be interested in a longer time limit. except for in the Alta Bates. **Recommendation by resident:** Wouldn't suggest more than 3h. I appreciate you listening to community feedback.
- **Resident:** From a merchant perspective, I appreciate considerations of employees and merchants.
- **Resident:** Consider the fact that some residents live close to Alta Bates and are more impacted than other residents. I don't feel comfortable when I or my daughters can't find a parking spot within a block.
- **Resident:** Is there a consideration for building a parking structure?
- **Gordon:** It is a consideration but not a likelihood due to high costs (ie. Center Street Garage), and impact of parking taken away during construction.
- **Resident:** I think the City's policy stance is to not require new buildings to build parking, is that correct?
- **Gordon:** Developers are no longer required to meet parking minimums but now have maximums. Residents of new buildings are not allowed to buy RPP permits.
- **Resident:** Why aren't new buildings allowed to get RPP?
- **Gordon:** When rewriting the zoning code, the Planning Department decided to try to not impact existing RPP versus allowing all residents to get RPP.
- **Resident:** Is "Do Nothing" a possibility?
- **Gordon:** Technically, yes. We will evaluate options and the level of support from merchants and consider it.
- **Resident:** Have you studied the impact of street sweeping day?
- Main room after meeting
- **Resident:** Concerned on effect on small businesses. New residential buildings in Southside are replacing small businesses. Concerned about these "mini dorm" pushing out older residents. Concerned about ADUs taking away gardens. This issue has been merged with increased development impacting quality of life. (land use/zoning issue). This process should encourage small businesses.
- **Resident:** Rebutting another person's oral comment earlier about this project being a class analysis. I am a parent and use transit (bus-BART) to drop off kid and go to work. I support merchants. If people want free parking, they can park closer to Claremont and walk down to Elmwood. We need to focus on this issue of employee parking and not make this a class issue. I really appreciate you coming back after listening to community feedback.
- **Resident:** The timeframe of the project is slipping. Previously, you were looking to go to City Council in January but there will be another community meeting. How much can the schedule shift within grant constraints?

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- **Godon:** We would go to Council in late spring or early summer. Once we establish a new schedule, we would share that with you.
- **Resident:** Is there a way to revise existing legislation for short-term fixes to help people in the commercial district? And I'd like to express gratitude to everyone listening.
- **Gordon:** We'll look at the data.
- **Resident:** Back when Council was considering giving merchant permits in 1987, there was an effort to spread out the permits. There was concern raised in the community that more merchant permits would impact residential areas.
- **Gordon:** We'll need to look at that.
- **Resident:** Supports David's comments and merchants. Seems like time is of the essence. Giving more merchant permits is the way to go, and evaluate the impacts.
- **Gordon:** The 2h shuffle is not new. We don't have hard data but lots of anecdotal data.
- **Gordon re: chat:** about giving transit passes vs transit doesn't run at all hours: Agreed that transit passes don't work for everyone. But it would be provided all employees and could be used for non-commute trips. Whatever solution we find should be sustainable.
- **Resident:** What about more enforcement? There are always street sweeping enforcement but DoorDashers and people double- and triple-parking everywhere.
- **Gordon:** This would be a question for City Council. There is currently limited staff and large duties across the city (RPP zones, school zones, loading zones, traffic collisions, etc.).
- **Resident:** How will the pilot program be long-lasting?
- **Gordon:** We will evaluate it, build in a stopping point. The program will have recommendations to Council on whether to continue it. In the long-term, we'd like to see greenhouse gas emissions reduced, and increased transit benefits.