

Councilmember Ben Bartlett

City of Berkeley, District
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Berkeley, CA 94704
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Late Communications
Planning Commission

JUN 05 2019

RECEIVED
at Meeting

June 5, 2019

Dear Planning Commission,

I want to personally thank you for your work in amending Berkeley's General Plan. You are instrumental in shaping the equitable evolution of this city.

You are in the process of developing the Adeline Corridor Plan Environmental Impact Report (EIR), which is a major step towards constructing a planning framework for the corridor's future development. After receiving input from South Berkeley community members, I would ask you consider their concerns, including:

- Amend the DEIR to study alternative numbers of housing units.
- Include in the amended DEIR, a smaller number of through traffic lanes on Adeline Street.
- Include a feasibility study on the proposed development standards and tiered incentives.
- Include in the amended EIR, a study with no on-site residential parking requirement within ¼ mile of BART and major transit stops to alleviate traffic impacts and make housing that is more affordable by design.

The Ashby BART neighborhood is home to a community and culture like no other. It is vital that we preserve this community and its culture. Based on my conversations with community members, please consider the following: 1000

- Insert specific language on gentrification and displacement.
- Develop mechanisms to ensure at least 50% or all housing units, new or old, are affordable housing.
- Establish a neighborhood preference program.

Thank you again for your work on developing this plan. For the sake of housing affordability, community livability, and environmental sustainability, it is imperative to ensure that the Plan is able to deliver the community benefits South Berkeley residents expect and deserve.

Councilmember Ben Bartlett

Landmarks Preservation Commission
Fatema Crane, Secretary
Land Use Planning Division
1947 Center Street
Berkeley, CA 94704

May 30, 2019

Planning Commission
Alene Pearson, Secretary
Land Use Planning Division
1947 Center Street
Berkeley, CA 94704

RECEIVED

MAY 30 2019

LAND USE PLANNING

Alisa Shen
Planning Department
1947 Center Street, 2nd floor
Berkeley, CA 94704

Re: Adeline Corridor Draft Plan and Draft EIR

Dear commissioners and staff members:

This is to make various comments, involving historic resources, about the Draft Adeline Corridor Specific Plan and the related Draft Environmental Impact Report. These remarks are by me as an individual citizen (and do not purport to be by or for any organization with which I'm affiliated).

Though historic resources are a major and vital aspect of the plan area, the draft plan's portion that's titled "Historic Resources, Historic Preservation, and Adaptive Reuse" disappointingly is itself just a three-page subchapter and includes various mistakes and unclarity.

While that subchapter's first regular sentence (on page 3-19) claims that "Figure 3.3 shows the [sic] many structures of historical merit that exist in the Adeline Plan Area," that sweeping claim is quite wrong. The plan area likely contains many historically meritorious structures that Figure 3.3 *doesn't* show. Indeed the same page 3.19's own last paragraph implicitly admits this.

Figure 3.3's very title—"Known and Potential [sic] Historic Resources"—is misleading. This map confusingly applies its own broad-sounding "Potential Historic Resource" category to *just four* buildings. The plan area very likely also contains various *other* such resources.

An attempted rationale is given by this footnote to the Draft EIR's Table 4.3-2 (which table lists just four potential resources): "This table reflects potential significance for [*just?*] architectural merit and retention of integrity based on reconnaissance survey only." And how hasty was that recon?

The draft plan's Figure 3.3 unfortunately fails to apply its own "Landmark/Structure of Merit" category to three properties that, within quite recent years, *have* been so designated:

- Hull Undertaking Co. & Little Chapel of the Flowers (Landmark), at 3031-51 Adeline Street;
- University Laundry (Landmark), at 2526 Shattuck Avenue;

- George A. Mattern/Berkeley Bank Building (Structure of Merit), at 2500 Shattuck.

As for properties that Figure 3.3 calls “Known [sic] Contributor to [sic] Historical District,” this map depicts *only some* of these properties as being *within* areas that it shows as “Historical Districts Listed in the California Register.” It depicts the several *other* allegedly known contributors as being *outside of* any historical district that this map shows. So *what* historic district or districts (maybe ones that are plausible but haven’t yet been listed in the California Register?) do or would those other contributors contribute *to*? Compounding the confusion is how a sentence on the Draft EIR’s page 4.3-25 says, “Three [sic] potential [sic] historic districts are present in the Plan Area, illustrated in Figure 4.3-2.” But the ensuing sentence says that these are areas that already *have* been determined eligible as such. *This whole matter needs clarifying.*

One of Figure 3.3’s depicted “Known contributor[s] to Historical District” is the (now-Landmarked) University Laundry building at 2526-30 Shattuck—which is near to the (not so depicted but in fact now Structure of Merit-designated) George A. Mattern/Berkeley Bank Building at 2500 Shattuck. Nearby along Dwight are three long-designated Landmarks: the Barker Building at the northwest corner of Dwight and Shattuck, the Luther M. Williamson Building at 2120-22 Dwight, and the Williams Building at 2128 Dwight. Even though two of those buildings are slightly outside the plan area, the situation here leads me to suggest designating a historic district that would include Shattuck’s west side from Blake to at or near Haste Street, *and* Dwight’s south side from a parcel’s depth west of Shattuck to somewhere east of the Williams Building.

The result could be named the *Dwight Station Historic District*. It would valuably celebrate the (originally rather isolated) commercial cluster that long ago formed around the old interurban rail line’s station here. And as such it would tellingly complement the two comparable historic districts that Figure 3.3 already depicts where commercial clusters formed around the rail line’s other stops within the plan area: Newbury Station (at Ashby) and Lorin Station.

As for the *Lorin Historic District*, which Figure 3.3 shows as including just a single block face, I suggest somewhat extending it. One such extension could include within it the building that used to be a cinema called the Lorin Theater and, as such, historically was quite important to the area’s commercial identity.

Looking now at the Draft EIR’s Table 4.3-1, it has at least three mistakes to correct:

- The table fails to indicate the “BLM” (Landmark) status of the Hull Undertaking Co. & Little Chapel of the Flowers property at 3031-51 Adeline;
- It fails to say “BLM” for the now-Landmarked University Laundry at 2526-30 Shattuck;
- It totally omits the George A. Mattern/Berkeley Bank Building at 2500 Shattuck, which should be coded as “BSOM” and arguably also as “3D.”

Table 4.3-1 lists Berkeley Iceland with code “BLM,” which is correct, but also with code “1S,” which seems inaccurate. The table’s “1S” code means “Individually listed in the NRHP & [sic] CRHR.” Iceland *is* listed in the *California Register*. But if I remember correctly, the property owner objected to listing and, as a result, for the *National Register* Iceland was *only found eligible*. For this situation, Table 4.3-1 may need a new status code.

On the Draft EIR's page 4.3-15 the statement that "Eight also [sic] have City . . . Landmark status and one [meaning the Hoffman Building at 2988-90 Adeline] is a . . . Structure of Merit" should be changed to "Nine have Landmark status and two are Structures of Merit." This change involves now recognizing that 2526-30 Shattuck is a designated Landmark and 2500 Shattuck is a designated Structure of Merit.

The Draft EIR's Figure 4.3-1 has at least these problems:

- It fails to show the now-Landmarked University Laundry at 2526-30 Shattuck as a "Known [not 'Potential'] Historic Resource."
- It totally omits 2500 Shattuck (now a Structure of Merit), which it should call a "Known Historic Resource."
- The map's *title* is confusing and relates unclearly to the map legend's categories.
- The map's "Potential Historic Resources" is quite problematic—for reasons that I've stated above in commenting on the Draft Specific Plan's own map category "Potential Historic Resource."

All-caps text of the Draft EIR's "Impact CR-1" says the plan area contains "25 KNOWN HISTORICAL RESOURCES," but that "25" should be increased for consistency with above-explained needed revisions in Table 4.3-1. The same change should be made to the number "25" within the regular text that's immediately below Impact CR-1's all-caps wording.

Sincerely,

JOHN S. ENGLISH

John S. English
2500 Hillegass Avenue, Apt. 3
Berkeley, CA 94704-2937

Pearson, Alene

From: John English <johnenglish94704@gmail.com>
Sent: Friday, May 31, 2019 10:49 PM
To: Crane, Fatema; Pearson, Alene; Shen, Alisa
Subject: MORE COMMENTS ON ADELINE CORRIDOR DRAFT PLAN

Landmarks Preservation Commission
May 31, 2019

Fatema Crane, Secretary
Land Use Planning Division
1947 Center Street
Berkeley, CA 94704

Planning Commission
Alene Pearson, Secretary
1947 Center Street
Berkeley, CA 94704

Alisa Shen
Planning Department
1947 Center Street, 2nd floor
Berkeley, CA 94704

Re: MORE COMMENTS ON ADELINE CORRIDOR DRAFT PLAN

Dear commissioners and staff members:

This is to supplement my May 30 letter to you by pointing out two additional problems that I've now noticed:

. The Draft Plan's "CHAPTER 8: IMPLEMENTATION" in itself appears to say nothing specifically regarding HISTORIC RESOURCES. Thus it fails to mention even the relevant implementing measures that are proposed or described by page 3-19's two bulleted paragraphs.

. A sentence on the Draft Plan's page 2-23 says that "the Lorin district [is] a state-registered [sic] historic district including several [sic] landmarked structures." But Figure 3.3 depicts that state-registered district itself as having within it only two landmarks.

Sincerely

John S. English

2500 Hillegass Avenue, Apt. 3

Berkeley, CA 94704-2937

Pearson, Alene

From: John English <johnenglish94704@gmail.com>
Sent: Sunday, June 02, 2019 4:56 PM
To: Crane, Fatema; Pearson, Alene; Shen, Alisa
Subject: Adeline Corridor Documents

Landmarks Preservation Commission
June 2, 2019

Fatema Crane, Secretary
Land Use Planning Division
1947 Center Street
Berkeley, CA 94704

Planning Commission
Alene Pearson, Secretary
Land Use Planning Division
1947 Center Street
Berkeley, CA 94704

Alisa Shen
Planning Department
1947 Center Street, 2nd floor
Berkeley, CA 94704

Re: FURTHER COMMENTS ON ADELINE CORRIDOR DOCUMENTS

Dear commissioners and staff members:

Though during the last few days I've already sent you various comments about the Draft Adeline Corridor Specific Plan and/or Draft EIR, I now have these additional remarks.

The documents leave unclear the specific status of HISTORIC DISTRICTS and contributors thereto. The Draft Plan's page 3-19 claims that Figure 3.3 shows "the . . .

[plan area's] existing [sic] historic districts." That map itself indicates them as "Historical Districts listed [sic] in the California Register" (and depicts "Known contributor[s] to Historical District").

The Draft EIR's Figure 4.3-1 classifies these three areas as "Known [sic] Historic Resources." But Figure 4.3-2 calls these areas just "CRHR or NRHP- Eligible [sic] Historic Districts." And a sentence in the middle of page 4.3-25 refers to them as just "potential [sic] historic districts."

Language on pages 4.3-18 and 4.3-25 appears to say that those three areas have been determined "eligible [sic]" for California Register OR National Register status. Page 4.3-18 says that those determinations were made in 2005 or 2006 "by the OHP [Office of Historic Preservation]." But did and does official determination of eligibility ALSO require action by the State Historic Resources Commission itself?

The Draft Plan's page 2-23 claims that the Lorin District is a "state-registered [sic] historic district." But is this really accurate?

Finally, I'm now unsure what code the Draft EIR's Table 4.3-1 should indicate for Berkeley Iceland. On page 2 of my May 30 letter to you I said that because the property owner had objected to listing, Iceland was regarding the National

Register merely found eligible--but that it did get actually listed in the California Register. (I seem to recall being told so some years ago, at about the time when the Iceland nomination was being considered.) But City staff should now check to see whether or not owner objection can veto actual listing in the California Register.

John S. English

2500 Hillegass Avenue, Apt. 3

Berkeley, CA 94704-2937

To: City of Berkeley Planning Commission
From: South Berkeley Now!
Attachment included

In re: Draft Adeline Corridor Plan and Draft EIR

June 3, 2019

Dear Planning Commission:

We write to you to express our concerns about the Adeline Corridor Plan as members of South Berkeley NOW!, a neighborhood organization with over 150 members who live in Berkeley south of Dwight street, and who have gathered 1000 signatures in support of housing on Ashby BART NOW!

The Adeline Corridor planning process began over five years ago with the goal of updating the zoning, traffic management, and commercial capacity of the corridor to help the city achieve its housing, climate, and pedestrian/cyclist safety goals in the area. In the intervening period the housing crisis has dramatically increased, with homelessness and displacement on the rise. We have also encountered a road safety crisis, as more pedestrians and cyclists have been injured and killed by drivers on our streets. And the impacts of the climate crisis have become much more evident.

One year ago, the City also declared a Climate Emergency, with the express purpose of taking a leadership role regionally and nationally in moving quickly to address climate change with available means. The City's own climate plan, along with numerous other studies, found that cars are the number one source of pollution in our city, and that infill housing development near transit is the number one intervention the city can take to reduce this pollution.

After reviewing the Adeline Corridor plan in detail, we are deeply concerned that the plan does not respond in a meaningful way to any of these related crises.

There are important elements of the plan that we believe will help preserve the character of the neighborhood. However, the core elements of zoned capacity, street width, and building heights appear to have been weighted in favor of limiting the amount of new housing in the neighborhood and in favor of avoiding changes that would reduce pollution, vehicle speeds, and the footprint of private vehicles in the neighborhood.

Our conclusion is that the plan will not address our housing crisis, nor will it improve pedestrian safety at the most important intersections. And it will not set the city on the path to reducing transportation related greenhouse gas emissions, one of the most important climate change challenges for the Bay Area and the state as a whole. Our specific concerns include the following:

1. The Plan does not increase the rate of production of housing significantly, but rather envisions 70 units per year over its 20 year planning horizon, for a total of 1450 units - which is no change from current zoned capacity, and an order of magnitude less than the potential capacity of this transit-rich, walkable corridor.
2. This low figure means that the new Plan is not providing incentives for more housing production. In fact, the new Plan creates disincentives for more housing production by continuing to limit the base height of buildings to 3 stories on Adeline Street.
3. In addition, the Plan does not propose any zoning for the Ashby BART, which is one of the largest undeveloped opportunity sites in all of Berkeley. This means that any proposed housing development at Ashby BART will require an additional EIR and will be further delayed.

4. The lack of adequate zoning and building height limits will hamstring the city's efforts to identify funding partners for the street redesign and pedestrian improvements we desperately need. Given the city's budgetary constraints, this implies that the city has no intention of developing these improvements.
5. The plan retains all four lanes of traffic on Adeline from Dover to Derby Street, missing the opportunity to dramatically transform Adeline to a two lane street, allowing Ashby Station to be developed into a truly pedestrian oriented transit village. How can we create a pedestrian friendly transit village with a 4-lane road running through the middle? While traffic calming measures will provide some benefit, the most significant impact on travel speed is to reduce travel lanes. Our neighborhood has been a drive-through zone for high-speed traffic for too long. We need more significant reductions in travel lanes.

Given the public health crisis unfolding on South Berkeley's streets, with the steady increase in the number of pedestrians and bicyclists being maimed and killed on Ashby, Adeline, and Martin Luther King Jr. Way, this plan calls into question the city's commitment to being a bike-able, walkable, "Vision Zero" city. Under current conditions, the main intersections at Ashby, Adeline, MLK Jr Way, and Alcatraz do not meet the most basic safety standards for pedestrians or bicyclists. Our neighborhood is being used as a thoroughfare for speeding traffic on all four of those streets.

The Adeline Corridor and Ashby BART area have excellent transit; one of the best groceries in the Bay Area; the Flea Market; the Farmers Market; coffee shops, hair salons, restaurants, and locally owned businesses; churches; and amazing community institutions and non-profits like the Ed Roberts campus, Juneteenth festival, Healthy Black Families, the Black Rep and Ashby stage theaters. Getting to those places is dangerous for people on foot, bike or wheelchair. We need a visionary plan that brings those elements together into a truly walkable neighborhood.

While the plan includes some traffic calming measures, it does not eliminate a single lane of traffic on MLK or on North Adeline, which combined provide a total of 8 lanes of travel. Moreover the draft Plan does not project adequate housing for Berkeley to qualify for the state and regional transportation funds needed to make Adeline, Ashby, MLK and Alcatraz safer for pedestrians, bicyclists, transit-dependent citizens, seniors and children. As residents of the Adeline corridor who share a vision of making our community a vibrant, equitable, diverse, affordable, sustainable place to live, work, and raise a family, we are committed to engaging with the Adeline Corridor Planning Process to ensure that the plan achieves its stated objectives and is not used as a cover to justify the status quo. We look forward to working with you to amend the plan to ensure it can achieve these goals.

Thank you very much for your hard work and commitment to making Berkeley the best city it can be.

Respectfully,

The Steering Committee for South Berkeley NOW!

Ariella Granatt, Betsy Thagard, Deborah Matthews, Jodi Levin, Jon Lau, Matt Lewis, Peter Waller, and Teresa Clarke

Attachment: Summary of Recommended Revision to Draft EIR and Draft Corridor Plan

Summary of Recommended Revisions to Draft EIR and Draft Adeline Corridor Plan.

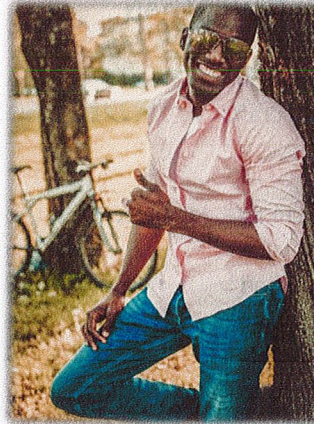
SBN requests the Commission consider the following top priority revisions to the Draft EIR and to the proposed Zoning. Additional recommendations on other important items will be included in our comprehensive written comments.

1. HOUSING PROJECTION: Add a Project Alternative to the EIR that increases the housing projection to at least 2000 units area-wide. Studying this scenario would require only limited additional analysis of traffic impacts but will allow the community to have more flexibility over the next twenty years to pursue higher density affordable housing.
2. TRAFFIC LANES: Include analysis of two additional design scenarios to improve pedestrian safety and community character on Adeline Street
 - a. Option 1: A single lane of traffic in each direction on Adeline Street between Dover and Woolsey, which will allow Ed Roberts Campus and the rest of the Ashby BART housing to become a thriving hub of community activity. This would provide more space for Flea Market and similar events. Accommodations can be included for emergency vehicle access and potential future transit improvements, while limiting normal through traffic to two lanes. Parking lanes could be converted during rush hour if necessary as is done with Ashby Avenue.
 - b. Option 2: Extend Option 1 from a single lane of traffic in each direction from Dover to Ward Street on Adeline Street. This would include all the benefits provided in Option 1, as well as expand sites for future open space and for larger mixed use development on the Walgreens and Berkeley Bowl sites.
3. TRAFFIC IMPACT ANALYSIS: Clarify why the DEIR relies on Level of Service (LOS) rather than the Vehicle Miles Traveled (VMT) to analyze traffic impacts. State has mandated VMT as the standard for evaluating traffic impact. Please provide background on why the City of Berkeley has not moved to adopt state mandated standards.
4. BASE ALLOWABLE DENSITY: SBN! supports the provision of a standard for Allowable Density and we believe the base DUA standards are appropriate. However, it is critical to clarify how this allowable density standard will be applied in practice and to ensure that project applicants will not be required to calculate allowable density on a site by site basis utilizing a “base project”, a process that has led to much confusion on the part of the public, developers and the City in general.
5. DENSITY MUST BE CONSISTENT WITH DEVELOPMENT STANDARDS: Related to item 4, the Height, number of stories, and FAR limits proposed in Table 3.2 need to be increased to be consistent with the allowable density. A 35 foot height limit will only yield two stories of housing on a typical lot in the Adeline Corridor, with most of the ground floor being dedicated to required commercial uses, services, bike and auto parking. The resulting density will be limited to 60-70 DUA maximum, based on an average net unit size of 850 SF. Heights in chart should be increased at least one more story, with a corresponding increase in FAR.
6. STORIES AND HEIGHTS SHOULD CORRESPOND TO BUILDING CODE TYPES AND DESIGN GUIDELINES: A 5-story building should be allowed 55 feet if we want an appropriate ground level of at least 15 feet in height. The 75 foot height limit does not correspond to the Type 1 and

Type 3 building construction that allow the last occupied floor to be 75 feet. Add 10 feet for the last occupied level to equal 85 feet.

7. ON-SITE PARKING MINIMUMS: Standards for on-site parking for residential uses should be reduced to zero for sites within ¼ mile of BART and major transit stops. This will alleviate traffic impacts and will lead to housing that is more affordable by design, allowing developers to provide only the amount of parking that is needed by future residents' demand.
8. SIMPLIFY TIER STRUCTURE : The proposed Tier structure is confusing and complicated, would have unintended consequences, and applies a stricter standard in the south Berkeley area compared to the rest of the transit corridors in Berkeley, thus dis-incentivizing development for the Adeline area. Staff has confirmed that the higher tiers are likely not feasible.
9. WORK-FORCE HOUSING: The Plan does not provide any incentive for affordable housing for the 60-120% of AMI households. A city inclusionary incentive is the best way to provide for these households when public housing funding and subsidies are limited to 60% AMI and below.
10. DIVERSITY INDEX: One of the goals of the Plan is to maintain and increase diversity but The Plan does not include a provision for reporting on diversity. Include this in the Plan.

CANNACULTURE FESTIVAL



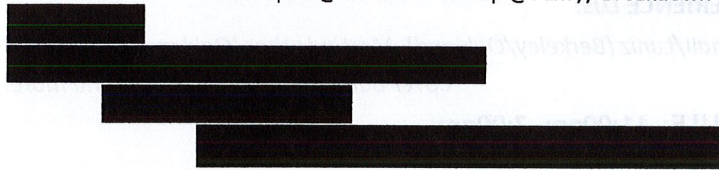
Saturday, JULY 20, 2019

RECEIVED at Meeting

CESAR CHAVEZ PARK

11am – 7pm

Doors open @ 10:30am Set-up @7am // Breakdown end @9pm (check natural lighting)



CANNACULTURE Festival is an immersive experience, curated for the Cannabis Connoisseur. CANNACULTURE Festival attendees can enjoy music, entertainment, food, participate in cannabis health, fitness, and yoga activities and interact with cannabis companies, brands, and organizations. C² Festival attendees will learn about the interaction of cannabis with the body, understand better, the difference between the cannabis edibles, oil extracts and flowers. CANNACULTURE Festival activities, workshops, and vendors provide services and products which provide the best benefits of cannabis for medicinal, wellness, and lifestyle solutions. (rewrite)



VENDORS

CANNABIS

Dispensaries
Edibles
Clothing
Ancillary Items

HANDCRAFTED/ARTISAN

Clothing/Apparel
Jewelry
Art/Crafts

FOOD

Asian- Thai, Chinese, Japanese
Mexican
Cuban
Creole
Soul
America

Carnival
Vegan
Indian
Hawaiian
Desserts
Smoothies
Fusion
BBQ

NONPROFIT

Alameda County/City/State- Entities, including Public Health- *WEED CAN WAIT!*
Cannabis Organizations
Medical Organizations
Oaksterdam (schools)
Community Based Organizations

C² EXPERIENCE

1. VIP
2. Board (Bored) Games
3. ARCADE
4. Interactive**
5. Carnival
6. Animal Farm (Sponsor)
7. Miniature Golf and Bocce Court

8. Smoking Area
9. Yoga
10. Download Wellness Massage
11. Fitness
12. Meditation
13. Live Demos/Workshops:

Food: Chef

Mixologist: BAR

Workshops: Politics, Challenges, and Opportunities

ENTERTAINMENT- Music

- 7 Hours TOTAL-

MAIN STAGE- Local Artist/Bands and C² EXPERIENCE DJs:

Fantastic Negrito (Berkeley-Blues), Mike Marshall/Luniz (Berkeley/Oakland), Martin Luther (Oakland), Dead Head Cover Band, RB DJ Competition and more.

SCHEDULE: 11:00am- 7:00pm

CCF EXPERIENCE/DJ's Genre (Areas)

Health/Wellness Experience(HW)- New Age, Watercolors, Meditation/Relaxation

Smoking Area (SV)- HITS- 80s, 90s, 2000s, Reggae

Miniature Golf Experience(MG)- Coffee House/Acoustic, Modern Jazz, Soft Rock

Crossroad Experience (XR) (4 Leaf Clover)- House, Hip-Hop, Neo-Soul, K-Pop, Modern Rock

CANNACULTURE FEST Event Map Layout



Pearson, Alene

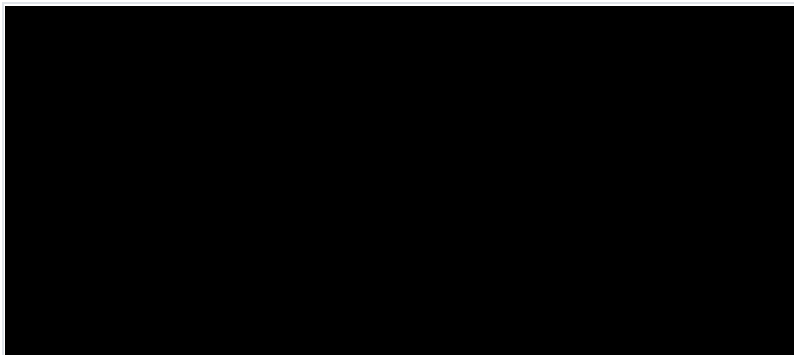
From: C schwartz <cschwartz29@yahoo.com>
Sent: Monday, June 10, 2019 6:51 AM
To: Pearson, Alene
Cc: Shen, Alisa
Subject: City of Berkeley Adeline Corridor Draft Specific Plan, Draft EIR and Hearing for June 5, 2019 by Christine Schwartz

Hello,

Please find the above video below.

All my best,
Christine Schwartz
Community Volunteer Videographer

[City of Berkeley Adeline Corridor Draft Specific Plan, Draft EIR and Hearing for June 5, 2019](#)



City of Berkeley Adeline Corridor Draft Specific Plan, Draft EIR and Hea...

COB Adeline Corridor Draft Specific Plan, Draft EIR, & Hearing June 5, 2019

Pearson, Alene

From: Allen, Shannon
Sent: Monday, June 03, 2019 8:56 AM
To: 'whwoodii@gmail.com'
Cc: Kesarwani, Rashi; Shen, Alisa; Pearson, Alene
Subject: RE: proposed development at N. Berkeley BART

Dear Mr. Wood–

Thank you for your email. Via this email I am forwarding your comments to Alene Pearson, Principal Planner and Secretary to the Planning Commission, as well as Alisa Shen, Principal Planner and Project Manager. I am not directly involved with the Planning Commission or this project.

Sincerely,

Shannon Allen, AICP (Pronouns: she, her, hers)
Principal Planner/Co-Secretary to the ZAB
Planning and Development Department
1947 Center Street, Second Floor
Berkeley, CA 94704

For holidays and other City closures please see:
https://www.cityofberkeley.info/IT/Holiday_and_Reduced_Service_Days.aspx

From: Walter Wood [mailto:whwoodii@gmail.com]
Sent: Friday, May 31, 2019 6:04 PM
To: Allen, Shannon <ShAllen@cityofberkeley.info>
Cc: Kesarwani, Rashi <RKesarwani@cityofberkeley.info>
Subject: proposed development at N. Berkeley BART

Dear Berkeley Planning Commission :

I am alarmed that "goals and objectives" for N. Berkeley BART seem to contain a statement in section 5 that says "...and *reduce* parking for residents and retail to the maximum extent possible."

Berkeley has a parking space shortage. The parking space shortage is so severe that residents often require permits to park on their own residential streets. The existing number of parking spaces at the N. Berkeley BART station is presently barely adequate to meet parking demand for train riders, even with no additional residents. Please make absolutely certain that any development at the N. Berkeley BART *increases the number of parking spaces* appropriately to meet any increased demand for parking at the BART station that will result from additional people living in newly developed housing. Berkeley has a huge problem with too many people already, and this development appears to be making the excessive population density problem in Berkeley worse rather than better. It is completely delusional to think that people living near BART stations will not also have one or more cars.

Aside from the need for more parking, BART trains are already filled to capacity with people. BART trains are standing room only and overflowing during commute hours. They don't need more people. BART should be using its scarce financial resources to build additional track and train capacity before engaging in projects that add even more people. Affordable housing needs to be located in places where population is not dense, generally that means not in the Bay Area, which is fully developed and does not have cheap land. I urge that any development on the N. Berkeley BART parking lot be limited in size and emphasize that it must include additional parking, not less parking.

The underlying premises of state law AB 2933 appear wrong, misguided, and harmful. AB 2933 may need to be repealed or modified to prevent increased population density when detrimental to residential neighborhoods surrounding BART stations.

Walter Wood
Berkeley, CA

Goals and Objectives for Development of the N. Berkeley BART Station

At our May 9th Special Council Meeting, the Council unanimously passed [Goals and Objectives for Development of the N. Berkeley BART station](#), which covers five areas; here is a summary of the full document:

1. Community Input

- A **Community Advisory Committee** shall be created for the purposes of providing input to the City's Planning Commission as it considers City and BART transit-oriented development (TOD) zoning standards.
- The planning process will engage the community in order to **ensure that the site reflects the community's values for equity, sustainability, and sense of place.**
- Community input should be considered for the number/percentage of affordable housing units and populations to be served; the size, height, scale, spacing, and setbacks of buildings; among other areas.

2. Station Access

- The [state law AB 2923](#) requires BART—in cases in which commuter parking is reduced as a result of a TOD project—to develop and fund an access plan that **maintains station access for at least the number of customers affected by the reduced number of commuter parking spaces**, with specific consideration for customers who live further than one-half mile from the station.
- We intend to conduct a **traffic study to help determine the number of parking spaces that are needed** at the site, including reserved spaces for people with disabilities.
- A station access plan for implementation will seek to explore feasible and effective alternatives to individuals driving to and parking at the station, such as **reserved parking spaces for carpools and car-share vehicles, rideshare, enhanced bus/shuttle service, additional electric-assist bikes and scooters**, among other alternatives.

3. Affordability

- We seek to **maximize the number of affordable below-market-rate units** that are available to low-income households of diverse types and sizes, including affordable live/work units for artists.
- We seek to **exceed BART’s 35% system-wide affordability goal** by aiming for a high number of affordable units.
- In order to ensure housing for a range of income levels, we will consider **inclusionary below-market-rate units** and engagement of an affordable housing developer to develop a **fully affordable building**.

4. Livability

- We seek a development that considers the character and context of the neighborhood and **steps down in height around the perimeter of the station** (with consideration for the varying width of streets around the station) in order to **blend in visually and physically with the residential neighborhood**.
- The inclusion of **green open space** should serve as an amenity that enhances the neighborhood’s sense of place.
- The streetscape design should strive to **minimize neighborhood traffic and congestion impacts** and support **safe access to the station for bicyclists and pedestrians**.

5. Environmental Sustainability

- We seek to reduce our carbon footprint in every possible way.
- All buildings should strive to: incorporate all-electric designs, achieve Zero Net Energy, and reduce parking for residents and retail to the maximum extent possible.