

Sundelson, Lucy

From: Robert Gable <Robert.Gable@cgu.edu>
Sent: Sunday, April 10, 2016 10:29 PM
To: Burns, Anne M
Subject: 2777 Shattuck, Proposed Honda dealership and repair shop

Anne Burns

Design Review Committee
Land Use Planning
2120 Milvia St., 2nd Floor
Berkeley, CA 94704

RE: 2777 Shattuck

Many problems exist with “shoehorning an auto dealership between two restaurants.”

- 1) There are the esthetic issues of having display cars and repaired customer cars in the triangular space across the street. Is this how a main entrance to Berkeley should look?
- 2) The traffic congestion will be significant with left-hand turns off of Shattuck into the repair garage and the unloading the service delivery trucks across the street.

Please affirm the serious negative impact of an automobile dealership at this location.

Robert Gable

2738 Fulton St.
Berkeley, CA 94705

April 11, 2016

Sundelson, Lucy

From: Bruce Powelson <baycorllc.bruce@gmail.com>
Sent: Monday, April 11, 2016 6:06 PM
To: Burns, Anne M
Subject: Planning re Berkeley Honda

To whoever

I generally stay away from planning issues as much from ambivalence as anything else. I have made my living in one or another aspect of the construction industry for forty plus years and at this point in my life generally work directly or indirectly for developers. It is not possible for me not to see a positive side to building.

Berkeley has had a automobile dealership in what was previously the location of Berkeley Honda, in a purpose built building that was in an appropriate location for the use and which predated most if not all of the adjoining properties current use and any impact on that neighborhood had been absorbed over the years. The change in use of that building presumably was financially driven. As a believer in capitalism I view as appropriate. That the consequence intended or intended of that decision should effect the surrounding uses and users of the neighborhood who did not share in the decision or the benefits does not make sense to me. That I should bear a greater burden to expedite someone else's profit seems profoundly unfair. Recognizing that Berkeley will benefit by the tax revenues from having a dealership there are undoubtedly other locations in Berkeley that have a large enough location and better access and traffic patterns to allow them to continue in business and benefit from being in Berkeley and not having another Honda dealership hard up against them and this was their responsibility to determine. Their decision, their gain, their expense. This business's earliest act on moving in to Berkeley was to decertify the union affiliation of their employees, I have no reason to think that they are "good neighbors" who the community should make sacrifices to foster.

This plan as proposed is not a sample of "creative reuse" adding a 4,000 square feet of footprint in an already congested area and hijacking parking from public use to dedicated to the needs of this new building is usurping the commons not adding to it.

Not addressed is where car and parts delivery vehicles are going to park, certainly not in the building, which leaves them at using a lane on Adeline in a short block at the triangle impacting two intersections one of which is already less than ideal. Are we as we did during the heyday of the Berkeley Bowl have trucks lined up on Ward Street to make deliveries because they had no other choice competing for space with the Bekins building which also was allowed with no provision for loading and unloading?

The triangle is currently parked up full. I have no idea by who, but I assume they will not be giving up their cars because Berkeley Honda would rather have the space. Where are they going to go? I also do not believe that there are going to be new cars stored in that lot with at a minimum serious lighting and more probably a fence, alternately the cars could be shifted inside at closing time and brought out again during the day which gives us additional stop and go traffic at 7 AM and 10 PM.

I think having a Honda dealership in Berkeley is a wonderful idea. That the citizens of Berkeley should somehow be responsible for accommodating a change in location to maximize someone else's profit in doing so is a form of socialism for the wealthy I am not in favor of participating in both as a long term resident and as a someone who lives in the neighborhood.

Bruce Powelson

Sundelson, Lucy

From: j kitchel <j_kitchel@sbcglobal.net>
Sent: Tuesday, April 12, 2016 1:08 PM
To: Burns, Anne M
Subject: 2747 Adeline St - bus stop on Adeline - Honda

2747 Adeline - Bus stop and metered parking spaces

Berkeley Honda proposes to use the triangle parking lot at 2747 Adeline for their new car sales and repaired car storage, and perhaps for other parking uses.

Honda proposes to unload new cars and also parts and products on Adeline, but I'm not sure where.

I want to be sure the bus stop on Adeline in this block will remain. The Adeline Corridor project is about getting people out of cars, and walking and taking public transit.

I, myself, am a walker-transit rider, and use this bus stop.

There are four metered parking spaces on Adeline north of Stuart. I notice the Honda plans do not show these four parking spaces.

Honda *does* show the metered parking space on both sides of Shattuck, as well as those on Stuart, on their plans. I am concerned because they don't show the spaces on Adeline.

Just north of the four metered parking spaces is the bus stop, and then the curb cut into the parking lot. Beyond the curb cut are two more parking spaces.

Please consider these points in your review of the Honda plans.

Thank you.

Jane Kitchel
Ward St.

Sundelson, Lucy

From: Elizabeth Ditmars <ditmars@berkeley.edu>
Sent: Tuesday, April 12, 2016 8:53 PM
To: Burns, Anne M
Subject: Honda's plan for 2777 Shattuck

Dear Mr. Burns,

As a long-time Berkeley resident living within two blocks of the proposed Honda development in the old Berkeley Bowl building, I am sad about the possible deterioration of a well-loved walking and biking corridor that I use on an almost daily basis. Aside from the aesthetic detriment and the chaos of increased traffic, I fear a decline in safety on streets used by grocery shoppers with their carts, children on their way to school, the diners who form long lines for Kerala, and the elderly like me (who already feel nervous biking to the stores).

Sincerely,
Elizabeth Ditmars

Sundelson, Lucy

From: DonnaM <donna@lmi.net>
Sent: Tuesday, April 12, 2016 12:21 PM
To: Burns, Anne M
Subject: 2777 Shattuck revised plans

Dear Design Review staff,

Among my many criticisms of this latest version of Honda's plans:

- the existence of the 20' curb cut and large rolling (though I gather mostly open) auto access door just south of Kirala Restaurant. This strikes me as both dangerous and off-putting to pedestrians, and simply amazingly ugly. It is a sheer slap in the faces of nearby residents, school children, everyone not driving in and out of Berkeley Honda.
- the proposed uses for the 2747 Adeline triangle. I can see it now: This highly visible "gateway" that comes just as Shattuck narrows, would become an unwelcome additional traffic magnet in an already very busy part of Shattuck, as it approaches Walgreens and the Berkeley Bowl. Festooned with dozens or hundreds of tacky colored plastic flags and utterly off limits to anyone but Berkeley Honda customers, staff, and vendors, it will be the antithesis of a "welcome" to our neighborhood. Please note that this aesthetic matters much less at its current location to the north, where Shattuck is four to six lanes wide, than it does here, where it is so narrow. And at its current location, it does not invite additional major traffic at what is already a challenging and somewhat confusing "pinch point" for drivers.

There are more specifics, but I'll leave them to others. I know you will have many letters to read, and plenty of your own work reviewing the proposal.

The bottom line is that this is an inappropriate site for the complex and extensive uses proposed: no amount of re-configuring is going to make this elephant fit where a pedestrian-friendly use serving the neighborhood and beyond belongs.

Sincerely,

Donna Mickleson
Fulton Street

Sundelson, Lucy

From: Louise Rosenkrantz <lrosenkrantz@sbcglobal.net>
Sent: Tuesday, April 12, 2016 4:40 PM
To: Burns, Anne M; Burns, Anne M
Subject: Design Review of 2777 Shattuck

April 12, 2016

To the Design Review Committee,

I am writing to ask that before you vote on the appropriateness of the large roll up door designed for 2777 Shattuck that you come visit our neighborhood and get the feel of what it's like to cross our streets.

Please come and try crossing Shattuck at Derby, the cross street I live on. Then try crossing at Ward, where Kirala restaurant customers cross and then wait in long lines for this extremely popular local restaurant. Next try crossing Shattuck at Stuart where Sconehege Café, and Johnston Medical Inc. are thriving, locally owned corner businesses. If you have enough time please cross Shattuck at Oregon where there's the Buggy Bank, Walgreen's, Elmwood Convalescent Care Center, and the Berkeley Bowl.

Before voting on this new design which will put a double car driveway on a block that currently has no curb cuts please look at the Berkeley Pedestrian Master Plan. The Plan is designed to ensure that walking in Berkeley is safe, attractive, easy and convenient. The Plan identified 100 high-priority intersections in need of improvement. Five of these are on Shattuck from Ashby to Ward, and two are on Adeline. Shattuck and Stuart is # 20 on the list.

I've reviewed the plans on line and see no mention of tow truck access. Since this application is for both a repair shop and a show room I assume we're talking parts delivery trucks, unloading new vehicles from large trucks and towing cars that need repair. While the plans talk about deliveries being hand carried across Shattuck I see no mention of how tow truck are expected to access the repair shop.

I am primarily a walker and a biker in this busy neighborhood, and the proposed design of adding a double size driveway and curb cut on Shattuck that would be used by cars both entering from and exiting to a 2 lane/2 way already busy intersection seems to me to be a detriment to our neighborhood as well as a threat to our neighborhood health and safety.

Please come visit our neighborhood and see for yourselves why this design is not appropriate for this block.

Louise Rosenkrantz

Sundelson, Lucy

From: Rani Cochran <ranicochran@gmail.com>
Sent: Tuesday, April 12, 2016 5:16 PM
To: Burns, Anne M
Subject: Re: 2777 Shattuck and 2747 Adeline

Dear Ms. Burns and Members of the DRC,

I am writing to voice two concerns of the many I hold about Berkeley Honda's design plans for the building at 2777 Shattuck and the "triangle" lot at 2747 Adeline.

1. Berkeley Honda's current plans contradict several *already approved* neighborhood plans to improve Berkeley's "green" response, reduce auto traffic, encourage pedestrians and bicycles, and establish diverse, neighborhood-friendly businesses along the streets zoned for commercial activity. These approved plans are:

- South Shattuck Strategic Plan
- Berkeley Pedestrian Master Plan
- Adeline/South Shattuck Preferred Development Area

2. Honda's current plans do not answer the following concerns related to neighborhood environmental safety:

- Where in the proposed areas -- 2777 Shattuck and 2747 Adeline -- does Honda plan to locate the double-steel tanks that store new and used engine and transmission oils?
- Are these tanks above or under the ground?
- How are these tanks accessed?
- On which streets will the trucks that service these tanks travel?
- Is the 2777 Shattuck building being (re)designed to prevent contamination of the site in case of a rupture of a storage tank or a pressurized hose or if parts containing hazardous materials (transmission, battery, or radiator fluids) are opened, exposed, or removed?

Please note that these above two concerns relate only to a few of the many design issues I could discuss. Note also that I will save for the appropriate ZAB meeting my concerns about:

- Pedestrian, bicycle, and vehicular safety
- Traffic flow along Shattuck and Adeline
- Parking and traffic flow on the adjoining residential streets

Thank you,
Rose Ann Cochran
2128 Stuart Street
Berkeley, CA 94705

510-647-5132

Sundelson, Lucy

From: krismuller jong.com <krismuller@jong.com>
Sent: Wednesday, April 13, 2016 10:52 AM
To: Burns, Anne M
Subject: Design Review Commission hearing on Berkeley Honda proposal

Regarding tomorrow's hearing of Berkeley Honda's proposal to add a 20' curb cut on Shattuck for a two-way garage entrance 24' wide, I have some concerns.

I live on Stuart Street one block east of Shattuck. I occasionally need to turn left into Stuart off Shattuck. I know from long experience that the traffic on Shattuck heading south in the block between Ward and Shattuck is already slowed during daytime by traffic heading to Berkeley Bowl. Just before I turn left Shattuck shifts from two lanes heading south to one lane, which backs traffic up so cars heading south often are stuck until north-bound traffic clears enough for me to complete my left turn. Adding a mid-block entrance as proposed by Honda for vehicles turning left into the proposed garage entrance would back up traffic beyond the light.

Where will tow trucks enter? Where would they unload a disabled car? Where would they park?

This section of Shattuck already must accommodate customers of Kirala and Sconehege, who have to park somewhere on side streets, as do Berkeley Bowl customers. Honda staff are likely to do the same. This is challenging for a neighborhood where it can be difficult to find a parking space near home to unload groceries etc. And of course the Pedestrian Master Plan and South Shattuck Strategic Plan have mandated design that supports people walking, which a midblock driveway in active use for Honda would make less safe and less appealing for pedestrians.

I hope the DRC will give very careful consideration to the concerns of those who will have to live with the consequences of your decisions. Thank you.

Sincerely,

Kris Muller (2230 Stuart Street)

Sundelson, Lucy

From: Lucy Clarke <lucyeclarke@sbcglobal.net>
Sent: Wednesday, April 13, 2016 4:25 PM
To: Burns, Anne M; Burns, Anne M
Subject: Design Review of Proposal for 2777 Shattuck

To: The Design Review Committee

The current proposal to put a 20' wide rollup door and two way driveway in the Shattuck sidewalk between Ward and Stuart will permanently damage the future development of this block as a dense pedestrian retail area. This is a critical block for creating a pedestrian driven district and getting people out of their cars, as mandated by Berkeley's South Shattuck Strategic Plan and Berkeley Pedestrian Master Plan. The design of this building will directly effect the success or failure of this effort.

The design of individual buildings and their details form and define the public spaces they abut. In making design recommendations for this project you have the opportunity to preserve and improve an important pedestrian block in one of Berkeley's most walked neighborhoods. Gradual design changes to the building have eroded the block's identity of small scale, neighborhood serving businesses, but still leaves behind an intact pedestrian friendly street wall in a *safely* walkable block. We all know that successful and even beloved retail streets are made up of small store fronts that form a pedestrian rhythm along a block's safe-walking expanse. This is a centuries old model that has evolved naturally and is used as a conscious strategy to create vibrant commercial areas. Allowing a large auto-scaled roll up door and hectic two way driveway will permanently damage this block-defining building's contribution to pro-pedestrian development as mandated in the South Shattuck Strategic Plan and Berkeley Pedestrian Master Plan.

A Shattuck Avenue entrance to a proposed auto service center is as unworkable as the Stuart Street entrance in a residential block. To have the square footage, types of spaces and ease of auto access Berkeley Honda needs to thrive, they will have to find another location that actually meets their needs.

There is no safe, non-destructive location for *auto* access directly to the interior of this building.

We invite you to come walk the area and have a great breakfast or stunning dinner at either end of this densely walked block.

Thank you,

Lucy Clarke

Sundelson, Lucy

From: Marianne Sluis <mqsluis@mac.com>
Sent: Wednesday, April 13, 2016 11:44 AM
To: Burns, Anne M
Cc: Burns, Anne M
Subject: Letter for 4/21 DRC: 2777 Shattuck
Attachments: HondaDRCletter42116.pdf

Hello Anne,

Please include the attached letter in the 4/21 DRC packet for 2777 Shattuck/2747 Adeline.

Thanks,

Marianne

April 13, 2016

Dear Design Review Committee Members,

The design and location of Berkeley Honda's proposed service entry at 2777 Shattuck would prioritize auto access over the safety of pedestrians and bicyclists.

Berkeley received a Safe Routes to School (SR2S) grant for a bulbout at the SW intersection of Ward, Shattuck, and Adeline. This grant is meant to encourage more children to walk and bike to LeConte (and Willard, by extension) to help meet Berkeley's GHG reduction targets. As far as I can tell, no previous businesses at 2777 Shattuck were open early enough to have an impact on the safety of local children on their way to school.

Repair customers driving south on Shattuck would turn left across northbound traffic immediately after the traffic light and pedestrian bulbout where Shattuck and Adeline converge. Customers who speed through the light before braking abruptly to wait for a gap in northbound traffic would increase the likelihood of rear-end collisions. Drivers swerving right to pass these repair customers would increase hazards to pedestrians and bicyclists.

To accommodate a queue of repair customers in the morning, Berkeley Honda proposes to switch the outbound drive aisle to an inbound one. If the inbound drive aisle fills up with 6 vehicles—or if any customer drives in and stops near the entrance—other vehicles would have to either turn into the outbound aisle as they enter, block the sidewalk, or stop on Shattuck while the drivers read the directional instructions above the service entrance.

Post-service vehicle storage would involve driving those vehicles across Shattuck traffic, in violation of the "right-turn only" egress restriction, to reach the Adeline triangle parking lot. Other options: a series of right turns through neighborhood streets, or a U-turn at Shattuck and Derby—where a pedestrian was struck and killed in the crosswalk in the late 1990s. (While reviewing a different project, one ZAB member said he felt he was taking his life in his hands when he crossed Shattuck at Derby. This is not hyperbole.)

The right-turn only restriction out of the service driveway is unenforceable using signage alone. Unexpected illegal left turns from the driveway are likely, and left turns into the driveway will create additional safety hazards and congestion at that location.

Drivers who respect the right-turn only restriction will increase traffic volume on neighborhood streets like Ward, Fulton and Stuart as they circle the block.

Kirala's use permit for a 1997 building expansion includes conditions meant to buffer neighbors from commercial impacts, including a prohibition against deliveries on Ward. A repair entrance abutting Kirala would not leave enough curb space for restaurant delivery trucks to legally park in front of the restaurant. Instead, trucks would park along the red curb or south of the new

driveway. Either option would obscure the repair driveway and increase risks to pedestrians, bicyclists, and motorists.

The rollup service entrance door will remain open from 7:00 a.m. to 10:00 p.m. 7 days a week, so it hardly matters how attractive it is.

I urge you to forward a negative recommendation to the Zoning Adjustments Board.

Sincerely,

Marianne Sluis
2139 Derby Street