

Schlepp, Victoria

Subject: FW: 1900 Fourth St proposed project

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To: Burns, Anne M; Allen, Shannon

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1900 4th St. Spenger's Parking lot project

I was a member of the West Berkeley Project Area Committee for many years, and the very last project of the Redevelopment Agency was the creation of the train station at the end of University Ave. Preparations for this project included archeological studies that found:

" In the public right-of-way area along the northern edge (13 feet from the curb) on University Avenue, between the railroad tracks and 4th street, the archaeologist found four cultural deposits beginning at three feet below the street surface and extending an additional six inches to a foot-and-one-half in depth (3 - 3.5 ft.; 3 - 4.5ft. and 3 - 4.5ft.) A fourth deposit extended from four and one-half feet to six and one-half feet below the surface (4.5 – 6.5ft.)"

([http://www.ci.berkeley.ca.us/uploadedFiles/Planning_\(new_site_map_walk-through\)/Level_3_-_General/EnvironmentalReviewLetter.pdf](http://www.ci.berkeley.ca.us/uploadedFiles/Planning_(new_site_map_walk-through)/Level_3_-_General/EnvironmentalReviewLetter.pdf))

Because of these findings, the Agency agreed to limit its excavations to 2 feet below surface only, except around existing pilings and poles where the substrate had already been disturbed. They also decided to forgo the placement of trees along the sidewalk because of this 2 foot rule. I notice that the 1900 4th Street project did no excavation in the South of the lot along University Ave, despite the City's own findings.

Another part of the train station project was an agreement with AC Transit to provide 2 bus parking spaces on the north side of University Ave as well as a bus loading area under the overpass. The 1900 project's garage entrance on University Ave would necessarily destroy one of the bus spaces, and the extra traffic in and out of the garage could interfere with the buses during peak hours. Even now it's not uncommon to see three buses parked on University, one next to Spenger's and two in the parking spaces. Since the completion of 4th and U, during commute hours they often reach standing room only by San Pablo Ave. Even more buses will be needed to handle the extra units, not only from this project, so I don't think AC Transit will agree to the removal of this parking space. A TMD study should be done for the over 600 units planned or completed in this 3 blocks of University Ave. The intersection of 6th and University is already at LOS E.

I also noticed that the residential unit parking spaces will be leased separately from the units, meaning that those who cannot afford to pay extra to park will be taking spaces in the neighborhoods. This would be especially hard on those unfortunates in the "affordable" units since the Grocery Outlet is falling to development and there will be no affordable grocery stores nearby.

Rhiannon