Planning and Development Department
Land Use Planning Division
1947 Center Street
Berkeley CA 94704

Community Advisory Group (CAG) Meeting #6Summary

Ashby + North Berkeley BART Station Access

Date + Time: April 29, 2021 at 6 pm
Location: Online via Zoom virtual meeting

Agenda

1. Welcome and Introductions
2. Planning Process Update
3. Current and Future Station Access
4. BART Station Access: Tradeoffs
5. Next Steps
6. Public Comment

Attendance

There were 13 out of 15 CAG members in attendance as well as over 40 members fromthe public. The following project team members and partners (City, BART, AC Transit, and consultants) made presentations, managed technology and logistics, and/or were available to answer questions during the meetings:

City of Berkeley
- Alisa Shen – Principal Planner

BART
- Rachel Factor – Principal Planner

Consultants
- Dave Javid – Plan to Place
- Andy Kosinski – Fehr & Peers

MEETING SUMMARY

The purpose of CAG Meeting #6 was to introduce the Berkeley-El Cerrito Corridor Access Plan (BECCAP) and share and receive feedback on the Joint Vision + Priorities Station Access Statements from the CAG and the public by discussing:

- How riders currently get to and from the Ashby and North Berkeley BART stations both pre-pandemic and during the pandemic.
- Who currently benefits from current station access options.
- Tradeoffs for determining how to use limited resources (money and space).

The following notes summarize the main agenda items, presentations, questions and answers, discussions, and public comment.

Updates and Process Overview

Alisa Shen reviewed the process for the Transit-Oriented Development (TOD) projects at the Ashby and North Berkeley BART stations, including how the BECCAP fits into the process, the Berkeley City Council's recent decision to set aside $53 million for affordable housing at BART stations, and the activities that would occur into fall 2021 to plan for selecting TOD Developers in late 2021 and into 2022. Rachel Factor reviewed the objectives for the meeting.

Policy Background and Planning for Better Station Access

Rachel Factor shared BART's definition of station access: the act of travel between BART and home, work, school, or other activities and the infrastructure that allows all ages and abilities to travel by any option (walking, rolling, biking, transit, carpooling, driving and parking, etc.). Rachel also described the many community-vetted regional and city policies[1] that relate to housing and transportation, BART's Station Access Policy and TOD Policy, and BART's station access systemwide performance targets which aim to reduce greenhouse gas emissions by increasing walking and biking from 44% to 52% by making it safer and easier to access BART. Finally, Rachel provided an overview of the BECCAP, including the plan's goals, illustrative station access options that may be considered, and the plan schedule.

Current and Future Station Access

Andy Kosinski presented census[2] and BART station profile survey data on who lives near the Ashby and North Berkeley BART Stations, how people currently get to and from the stations, and described how people who currently drive and park benefit the most from station access options. The CAG members then participated in a question and answer session, followed by discussion.

Questions and Answers

- What portion of the bike parking available at the Ashby and North Berkeley stations is actually being used?
    - At North Berkeley there are 230 bike racks at 42% occupancy and 96 bike lockers at 91% occupancy. At Ashby Station, there are 148 bike racks at 31% occupancy and 40 bike lockers at 65% occupancy,
- How does the material on slide 50 of the PowerPoint regarding the spatial and design tradeoffs of parking fit in with the outlook that says less people will be commuting on BART?
    - Development of the BART sites will occur in the future. The assumption is that BART ridership will return, though we are not able to predict the exact years or amounts. In our ridership modeling, we are looking at ridership we will gain from the residents of the development compared to ridership we have from those who use the existing parking. We are finding that the densities envisioned at the BART sites means BART replacement parking is not a factor to meet BART's ridership goals.
- Are there bicycle and pedestrian infrastructure quality issues that need to be addressed that might contribute to people not wanting to use active transportation, and is that captured in any of the data? Is it part of the study to understand exactly what infrastructure changes need to be made to improve safety and comfort?
    - Yes, part of the study is to identify these needs, and the project team will go through this exercise later this year. BART conducts a station profile survey every 5 to 7 years to understand this type of information, but we haven't deeply analyzed the data yet.
    - Through a previous Caltrans grant, BART looked at El Cerrito Plaza and Lake Merritt Stations. At El Cerrito Plaza, BART conducted a survey in January 2019 to learn how people got to the stations and why they chose certain access modes. We learned that people would like more lighting to improve security and safety, more secure bike parking, and more parking for cargo bikes and trikes. Safety and security were the biggest barriers BART heard, and these learnings can be applied to the Berkeley stations as well.
- How realistic would be real dynamic pricing on parking to maintain a certain level of parking availability?

[1] A list of policies that inform the Berkeley-El Cerrito Corridor Access Plan is available on the project website at https://www.bart.gov/about/planning/station-access/berkeley-elcerrito-corridor-plan/outreach

[2] Census information referenced in the presentation was provided from the 2017 American Community Survey 5-year Estimates.

    - BART will be exploring market-based pricing. It would require a 2/3 approval from the BART Board of Directors and a Title VI equity analysis which evaluates whether a price change would adversely affect low-income communities.
- Why is the Center Street (Allston Way) garage not filling up during the day?
    - The Center Street garage in Downtown Berkeley had a pre-pandemic (February 2020) occupancy of 60% (430 out of 720 spaces). The current "early bird" rate (arrive by 9 AM, leave by 6 PM) is $15. The high price point compared to places like the North Berkeley lot ($3) is likely a big reason for why it's not fully used; many drivers instead park at places that are priced below market rates. Current BART parking rates are set below what it actually cost to operate and maintain the parking lot.
- Can we ask people accessing the two stations why they drive as part of the study?
    - The pandemic prevents us from, as part of our study, surveying BART riders to understand why they drive under typical conditions. We can instead rely on other data sources such as a BART survey from 2019 of El Cerrito Plaza station, for which respondents explained the reason why they chose to drive and park. As such we have some information on how many folks reported different reasons for needing to drive correlated to how far they're traveling, and those results could be roughly applicable to our study stations.

Discussion #1

The following questions were discussed related to the Joint Vision + Priorities statement regarding equitable access:

- What groups or persons do you feel are not being served or are being underserved by current options for station access?
- What changes should be made to provide more equitable access to the stations?

CAG member input and questions were captured on a Padlet board (full transcript of Padlet input is attached). In summary, CAG members' input included:

- **Who is underserved?** People who are currently not being served or are underserved by station access options include: people with disabilities, people who require an elevator, people who walk, people who are passing through the station though may not be riding BART, people who ride transit, and people with low incomes. Future residents and people who come to the future developments should be considered.
- **Who is overserved?** People who drive to the stations and who have higher incomes are being overserved; parking should cost more so it doesn't incentivize driving. There needs to be thorough consideration of seniors, the disabled community and others who have limited mobility as part of the study underway to access BART.
- **Improvements to consider for more equitable access:**
    - The pedestrian experience (including safety considerations) should be improved in and around stations and to connect to commercial areas.
    - Drop-off and pick-up areas should be available for carpoolers, taxis, and other ride-hailing services like transportation network companies.
    - Improvements to transit connections are needed to enhance station access by bus or shuttle. People with disabilities and people with low incomes are more likely to connect with BART using transit.
    - Multiple access points for entering and leaving the stations by bike would improve access, as well as bike stair channels, secure and flexible bike parking, and other bike improvements.

- Impacts to residents and businesses from parking in nearby neighborhoods will need to be considered.
- The downtown Berkeley garage has capacity (in February 2020, pre-pandemic, the occupancy was 60% - 430/720 spaces) and could be a viable alternative to parking at the BART station. BART rider parking is currently underpriced relative to the cost to operate/provide it.

BART Station Access: Tradeoffs

Andy Kosinski walked through the tradeoffs associated with allocating limited resources (money and land) to balance the Joint Vision + Priorities of providing homes, civic and open space, and access and mobility options.

Discussion #1

CAG members were asked to participate in a poll that described a hypothetical situation regarding allocating money between multiple needs at each station. The poll was intended to spark conversation about potential levels of replacement parking when considering some of the tradeoffs described in the presentation, related to space, funding and who is served. Of the nine CAG members who participated in the poll, six favored prioritizing all the allocated money on homes, sustainable station access, and civic/open spaces instead of replacement parking. The reasons stated for this preference included being able to use the space and funding for additional homes, open space and other amenities instead of parking spaces and rely on other access strategies. One CAG member stated he was not able to participate in the poll due to technical reasons and would have preferred to select prioritizing BART replacement parking because he was concerned that there would still be a need for it for those have limited mobility and transit options.

Discussion #2

The following questions related to the Joint Vision + Priorities statements regarding housing, community benefits, and station access:

- How do you feel about the housing and community benefits statement, which prioritizes housing over BART rider parking?
- How would you balance public spending that improves safety and comfort for people who walk, roll, bike, take transit, and get dropped off with spending on BART rider parking?
- What trade-offs would you consider to provide BART rider parking?

CAG member input and questions were captured on the Padlet board. In summary, CAG members' input included:

- **Tradeoff priorities:**
  - Generally, housing is the highest priority, but some BART rider parking also needs to be included; housing should not eliminate all replacement parking.
  - The discussion should not be framed as having to pick between housing and BART rider parking. There is more nuance than this and solutions should consider the needs of all the members of our communities.
  - This should be framed from the perspective of who we are trying to serve at these stations. Access needs should be centered on stabilizing communities.
  - Improvements to encourage riders walk, roll, bike, ride transit, or are dropped off to access BART will help prioritize parking for people without any other options and minimize the amount of parking needed.

    - So that parking does not compete with housing spatially, parking could be provided underground.
- **Representation.** Input is needed from people whose experiences are not represented by the CAG. The people who make up the CAG do not necessarily represent all the needs of the communities served by BART in this area.
- **Equitable investments.** Transportation choices need to be provided more equitably instead of favoring people with higher incomes and more privilege. Private shuttles use important public space for a private form of transit, and do not provide a public benefit.
- **BART rider parking considerations.** Ideas for addressing BART rider parking options and impacts included reevaluating on-street parking, dynamic pricing options, increasing the cost of parking so that it doesn't incentivize driving, and considering the use of nearby lots like the Allston Way and downtown parking garages.
- **Station access considerations.** Additional ideas and considerations included financial incentives for shared and active mode use, private investments by developers, support and flexibility as people transition to different modes and change their behaviors around access, provide buses and shuttles and related inequities, and improving the Ohlone Greenway.

Next Steps

Alisa Shen and Rachel Factor described the ways CAG members and the public can provide their input on the topics presented – through office hours on May 3 and 6, and in writing by May 7. They reviewed the future CAG meeting topics, and the ways CAG members and the public can be engaged in the BECCAP in the future.

Public Comments

The following notes summarize the public comments received from nine meeting participants who provided comments.

- Comments regarding current and future station access options:
    - **Transit.** AC Transit service is poor and routes are often cut. Their service does not reach all areas of Berkeley, particularly the hills. Line 80 needs to be reestablished to better serve Berkeley residents.
    - **New innovations.** Robo-taxis seem unrealistic for improving access to the stations.
    - **Bicycling.** Access to the Ashby station on a bike is challenging, especially from the west side of the station.
    - **Elevator improvements.** People with disabilities and some people who bike experience challenges due to the elevator locations at the BART stations.
    - **Driving and parking.** BART rider parking at the stations is especially important for the safety of people, especially women who may use the station at night. It is extremely difficult for people who live in the Berkeley hills to get anywhere and make home again without driving.
    - **Non-driving & parking options.** Alternatives to driving and parking should be provided from the beginning of Transit-Oriented Development (TOD) implementation, as society transitions away from car-dependence.
- There are similarities in demographics of people who live near the two BART stations. This should be kept in mind and the North Berkeley community should not be generalized or stigmatized.

- Additional considerations to address parking loss include the Ed Roberts parking garage, allowing for flexibility use of space on Adeline and Sacramento streets, and reducing the number of lanes on Adeline Street.
- There are tradeoffs to consider between parking decisions and building height. BART and the City will need to determine how to provide parking for new residents while adhering to the memorandum of understanding between the City and BART and the commitments made by City elected officials.
- The data regarding the North Berkeley parking lot seems inaccurate. This parking lot fills up completely.
    - Andy Kosinski clarified that at the North Berkeley station, 58% of the land is used for driving and parking, benefiting only 25% of BART riders who drive and park at the station. He confirmed that, prior to COVID, the parking lot did typically fill up on weekdays.
- AB 2923 prohibits local jurisdictions from tying parking to uses in new developments, but does not prohibit BART from having control over parking.
- People should not be pitted against each other in the conversation of tradeoffs.

Adjournment

The meetings adjourned at 8:50 pm. Additional comments were requested by May 7 (via email and mail) in order to be included in the meeting summary.

Via email:
bartplanning@cityofberkeley.info

Or via mail:
City of Berkeley Planning and Building Department1947
Center Street 2nd Floor,
Berkeley CA, 94704 (Attn: Justin Horner)

For more information, please visit: www.cityofberkeley.info/bartplanning.

Attachments:

A. Zoom Chat Transcript with Comments, Questions and Answers
B. CAG member responses on "Padlet"
C. Office Hours Summary
D. Written Comments Received

Attachment A: Zoom Chat Transcript with Comments, Questions and Answers

- **Charles Gary, CAG:** 71% of weekday BART trips are commuter trips.
- **Hayley Currier, she/her, CAG**: Rachel can you talk again about Allston Way Garage and the availability there?
- **Kamala Parks (BART):** Thanks for your question, Mari. It's 5 cents an hour [to use a bike locker at the stations]
- **Blaine Merker, CAG:** Stations should have 2 elevators, one at the main access point. Current NBB elevator provides a second-class experience for anyone who needs to use it. Also - if we want to encourage multimodal commuting, need to enable bikes to take elevators (including when there are other elevator passengers). Some elevator cars not large enough to do this well.
- **Betty Seto, CAG:** I love that idea about free BART. My understanding is BART underprices parking to encourage ridership. But why not reduce BART fares more directly.
- **Sofia Zander, CAG (she/her):** Haley -- I wrote down that the downtown garage is at 60% capacity. Also, I've heard that some not-too-small number of people park at Ashby and ride BART to Downtown Berkeley, rather than pay for parking in Downtown Berkeley.
- **Betty Seto, CAG:** that's great - people should take transit downtown. it has great transit access. I take the 51B all the time. :)
- **Abby Thorne-Lyman, BART:** Many years ago BART passed a policy to increase parking fees to up to $3/day when capacity was full (except at W Oakland where many people from the region drive to go to SF), but almost all stations reached the cap. BART Board was contemplating a change in policy pre-COVD. But then it didn't make sense. BART is required when it changes parking price to do an equity study so it takes a bit of time. Price not intended to encourage ridership, its a policy that the Board must deliberate and vote on.
- **Rachel Factor, BART:** https://www.bart.gov/about/planning/station-access/north-berkeley-bike Link for the North Berkeley Active Access project
- **Blaine Merker, CAG:** So Abby, how realistic would be real dynamic pricing on parking to maintain a certain level of parking availability? Would the board have to approve new prices several times a day? :-)
- **Hayley Currier, she/her, CAG:** we can do dynamic pricing on the highway, we can do it on the streets of Berkeley!
- **Joshua Schnoll (non CAG member):** With the coming changes to zoning to increase housing density in the hills, particularly to include lower income residents. How is the group forecasting how that will impact parking needs at North Berkeley?
- **Mark Schirmer (non CAG member):** maintain zoned parking with no parking access to surrounding R1 zones for residents of the BART parcel residents.
- **Rachel Factor, BART:** We will be exploring Dynamic pricing. It would require a 2/3 approval from the Board and a Title VI analysis.
- **Abby Thorne-Lyman, BART:** Title VI = equity analysis - does it disproportionately affect low income communities
- **Gordon Hansen, City Staff:** @Hayley, the City already sets on-street parking meter pricing based on observed demand via the goBerkeley program!
- **Hayley Currier, she/her, CAG:** @Gordon, thanks! How often does the price change?
- **Sofia Zander, CAG (she/her):** @Gordon -- they do, but the price changes are slow. Last time I was involved I recall that they evaluated demand and adjusted pricing every few months.
- **Gordon Hansen, City Staff:** @Sofia, yup, pre-COVID, approximately 1-2x per year.
- **Tony Corman (CAG):** Thank you for making this part of the study!
- **Liz Lisle (she/her) CAG:** Sorry - how do we take the survey?
- **Tony Corman (CAG):** https://bart-beccap.participate.online/

- **Abby Thorne-Lyman, BART:** FYI from the slides, the only funding source that is proactively available for replacement parking for transit is the Infill Infrastructure Grant (state funds) This grant source can also fund housing infrastructure and other supportive infrastructure (hence the nature of the poll question).
- **Chris Schildt (she/her), CAG:** Thank you Mari, exactly. How do we make this project work for people in situations like what you've experienced?
- **Andy Kosinski, Fehr & Peers:** To answer Tony's first question: The Center Street garage in Downtown Berkeley had a pre-pandemic (Feb 2020) occupancy of 60% (430/720 spaces). The current early bird rate (arrive by 9 AM, leave by 6 PM) is $15. The high price point compared to places like N Berkeley lot ($3) is likely a big reason for why it's not fully used; many drivers instead park at places that are priced below market.
- **Tony Corman (CAG):** That makes sense, and it could be fixed, if it'd get usage up.
- **Andy Kosinski, Fehr & Peers:** To answer Tony's second question: The pandemic prevents us from, as part of our study, surveying BART riders to understand why they drive under typical conditions. We can instead rely on other data sources such as a BART survey from 2019 of El Cerrito Plaza station, for which respondents explained the reason why they chose to drive and park. As such we have some information on how many folks reported different reasons for needing to drive correlated to how far they're traveling, and those results could be roughly applicable to our study stations.
- **Mari Mendonca, CAG via Frankie B, they/them, EnviroIssues:** "You can't just "hope" to hear from those folks"
- **Shannon Dodge, BART:** @Betty, Low income discount is 50% on AC transit, and 20% on BART, under a pilot program called Clipper Start launched during pandemic.
- **Mari Mendonca, CAG:** Great point
- **Betty Seto, CAG:** Thx for the info!
- **Hayley Currier, she/her, CAG:** I don't see the email sign up?
- **Rachel Factor, BART:** www.bart.gov/beccap/comment Regarding ridership numbers: Pre-COVID 4300 at North Berkeley and 5000 at Ashby
- **Mari Mendonca, CAG:** Do not reduce lanes especially on Sacramento I just told you how terrible that is working in East Oakland!!!
- **Abby Thorne-Lyman, BART:** Hayley: when you fill out the comment card online, you can select a box to opt in to future emails
- **Andy Kosinski, Fehr & Peers:** Thank you for your question. The 58% referred to the land area of the N Berkeley station site dedicated to cars (including roadways plus parking lot), which serves 25% of riders who drive. BART data indicates that pre-COVID the N Berkeley station filled to 94% full on a typical weekday.
- **Kamala Parks (BART):** In response to Meryl's questions about where the numbers come from for North Berkeley ridership and land area. The ridership is found at BART's 2015 Station Profile Study. The land area was calculated using Google Maps in satellite.
- **Mari Mendonca, CAG:** And hard to use by mothers with strollers If people are so concerned about the use of cars how come folks aren't trying to shut down car makers and dealerships….? I see commercials everyday for new models and new cars 24/7 and they aren't even electric!!
- **Liz Lisle (she/her) CAG:** Thank you!

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Small Group Discussion

DAVE JAVID APR 19, 2021 10:45PM

Disc. 1, Q1 – Ashby: What groups or persons do you feel are not being served or are being underserved by current options for station access?

Non-BART riders

Thinking about the people who come to the station and flea market area who come for reasons other than BART. We will have new neighbors, opportunities for commercial and retail. What is the logic for reduced or no parking, and how will this affect retail?
- Liz Lisle

I believe that people who who travel by but and other ride share can be served better
— AMBROSE CARROLL

People w/ disabilities, people who walk

People w/ disabilities, who need elevator or stairs. People who walk. - Hayley Currier

Future residents

Future residents, how will they be getting out in the community, RTP program. Need to think about who has access to our public streets.
- Hayley Currier

Thru-access

At both stations, walking and biking through the station is a barrier. This is an important part of community. - Sophia Zander

Overserved - high income drivers

We have a garage that has capacity. Viable alternative to parking at the station. Plus BART parking is too cheap. We shoudl use the resources we have well and charge more and not give parking away for free.
- Hayley Currier

Disc. 1, Q1 – North Berkeley: What groups or persons do you feel are not being served or are being underserved by current options for station access?

People walking to commercial areas

Getting to commercial corridors and the pedestrian experience to get there from the stations - understanding that the quality of the ped experience and infrastructure around the station needs improvements, not just on the station itself.
- Blaine Merker

People w/ disabilities, low incomes

Low income riders, riders with disabilities - access BART in different ways. What about the quality of the transit experience? Bus and BART modes should be next to each

other.
- Blaine Merker

Limited bus to BART stations - coordination between AC Transit and BART will serve more people and make better connections. For folks who live in the hills and are driving now, will need to improve transit. Lillian Lew-Hailer — BECCAP PROJECT TEAM

Safety - rugged crossing, more of a safety issue than equity issue.
- Tony Corman

Pick-up and drop-off

Connectibility, drop-off/pick-up at MacArther are difficult. Improvements should be made at these stations and there should be space for Transportation Network Companies and taxis.
- Ambrose Carroll

Thru-access

At both stations, walking and biking through the station is a barrier. This is an important part of community. - Sophia Zander

People w/ disabilities, people who walk

People w/ disabilities, who need elevator or stairs. People who walk. - Hayley Currier

Houseless

Disc. 1, Q2 – Ashby: What changes should be made to provide more equitable access to the stations?

Station Access at Ashby

Improving station access from east and west sides, will provide improvements to connect through the station. Small project, not a lot of opportunity to make significant improvements without spending money and then seeing it torn up after.
- Mariana Parreiras

Things should be made closer with safer access to the station — AMBROSE CARROLL

Increased bus connections

Improved bus connections (number of connections and quality of connection experience). Low income and disabled BART riders are more likely to access via transit (per BART presentation).

Disc. 1, Q2 – North Berkeley: What changes should be made to provide more equitable access to the stations?

Multiple access points, bike improvements

Multiple access points are important. There is just the one far corner at Sacramento & Delaware. Need more options for entering the BART station on bikes. Ramps along the stairs would also be helpful, and other innovative bike improvements
- Betty Seto

Bike parking

Could we improve security of bike parking? Curious if the cost of that is supportable.
- Mari Mendonca

Bike parking is 5 cents per hour. -Kamala — BECCAP PROJECT TEAM

It is affordable but the logistics of signing up can be a barrier. -Sofia — BECCAP PROJECT TEAM

Station Access at North Berkeley

There will be a bus bulb at Virginia & Sac w/ a signal. We wil mid bulbout at crossing at Sac. Improving elevator connection between Sac street. Widening Ohlone greenway. Improving 2-way cycletrack. Want to set a new standard.
- Mariana Parreiras

Concerns with neighborhood parking

Have to remember drivers, businesses who do have customers who will drive. Can't just forget about that. Impact on neighbors of putting parking in the neighborhood will be hard.
- Mari Mendonca

Safety

Lighting was mentioned - downlighting, I hope! Whatever makes sense in terms of after-hours safety would, I'd think, help ridership.

Disc. 2, Part A Q1 – Ashby: How do you feel about the housing and community benefits statement, which prioritizes housing over BART rider parking?

Agree

Housing is the chief aim but we should balance it with some deal of parking
— AMBROSE CARROLL

BART parking is last priority

Affordable housing is the most important public benefit provided by the BART land. I agree with prioritizing housing over parking.
- Hayley Currier

I don't think it is appropriate to pit diverse issues against each other. Our society loves to use this practice instead of owning the fact that we have to think about, support and consider all of the needs of its community and its members.

Agree with this — CHRIS SCHILDT

Housing + some parking

I want to prioritize housing without completely removing parking. Cost is huge, but feel compelled to recognize that a base level of 100-150 spots are needed.
- Liz Lisle

Building parking will induce and support demand for parking. We simply cannot meet our climate goals by supporting single car occupancy, even if all those cars are electric. We must do everything we can to support alternatives to driving. Even if there's no parking built at BART, there is still parking within the community that can be freed up for those who actually need it.

Supply & Demand; Cost of parking

Question around pricing and rationale for parking. Housing is higher priority than parking, and cost of parking is part of this. Need to re-orient thinking around street space and charge the cost that it costs, incentivize people to use their own space for their own cars. Supply and demand needs to be considered for parking.
- Hayley Currier

Reframing needed

While cost trade-off is real, pitting diverse interests against each other is not a good way to look at it. What about "how much money would you spend on last resort mobility options that do not have long-term impacts on environment?" This might be a better way to frame it and think about solutions. Shouldn't be about choosing who gets access.
- Blaine Merker

Agree with this, we should revise this to not be either/or. -Betty — BECCAP PROJECT TEAM

Agree that framing around tradeoffs isn't sitting well. I would like to see this centered on who we are trying to provide for. When I think of my community in South Berkeley, it's not just about accessing BART. Needs of drivers to BART is being centered - but what about the people who live in our community and can't afford our community any more, and have to drive to come back? How are we centering access needs in terms of stabilizing our community? We're talking about notion of BART riders in the abstract and not specific people. Also there are funding sources that are separate so we should be able to find money for both. Want to hear from flea market vendors themselves, Ed Roberts campus, other voices. -Chris S.
— BECCAP PROJECT TEAM

Tradeoffs are not just monetary but also spacial. These are tough things to grapple with. Also we will be reaching out to those specific groups as well. -Alisa Shen — BECCAP PROJECT TEAM

This CAG does not represent the experiences of all people. We don't understand the needs of some people who are not represented. - Mari. — BECCAP PROJECT TEAM

How do we make this project work for people in situations like what you've (Mari) experienced? - Chris S. — BECCAP PROJECT TEAM

Need transportation choices

We need to make sure we're giving options that work for everyone, there is never going to be one way. Right now, higher income equates to more options and that needs to change. Also need to think about public space and what's in the best interest for the most people, the public good. Public land for public good.
- Hayley Currier

Disc. 2, Part A Q1 – North Berkeley: How do you feel about the housing and community benefits statement, which prioritizes housing over BART rider parking?

It depends

It's hard to answer this question when we don't know what we're getting for our money, both in terms of housing and parking. It's helps to see trend data about parking. When riders were surveyed about how they access the station, were they asked what would be required to get them to get to the station other than by driving.

Parking should be the last priority

Parking needed for seniors and people who live far

Parking would serve resident who live far away from station. They are being underserved here - like seniors. Fund should be put into parking rather than housing, but not above-ground parking. Parking should be underground and not compete with housing.
- Peter Lydon

Re-evaluate on-street parking program

Street space is publicly funded, and people need to pay the true cost of it. There is ample supply, it's under priced.

We need to consider offstreet parking and we're also thinking about vertical use of space, which provides more flexibility. Can build this into zoning code and envelope. - Betty Seto

Trade-offs should also consider if we build higher, then we can maximize housing and provide some replacement parking. — BETTYSETO

Viable parking alternative available at Allston Way Garage

I assume this is meant re: folks who are driving to the BART station, but the Allston parking garage is WAY more expensive than BART parking at N. Berkeley right now. But I guess it could be subsidized for BART riders. — BETTYSETO

Why isn't downtown garage used as much as it should be? Worth looking into.
- Tony Corman

Disc. 2, Part A Q2 – Ashby: How would you balance public spending that improves safety and comfort for people who walk, roll, bike, take transit, and get dropped off with spending on BART rider parking?

Spending for parking should be the last priority

Would like to see investment in comfort, safety, and ease of access by walk, roll, bike, transit, and drop off that incentivize riders to access BART via those modes so that BART parking could be prioritized for those without other options and thus provided at a lower count.

Need to understand barriers to getting people out of cars, and what incentives would get them to use these modes.
- Tony Corman

Would be help to see year-over-year access trends.
- Tony Corman

These kinds of improvements benefit everyone, even people who drive, by reducing traffic, improving safety, reducing pollution, and improving community health.
- Sophia Zander

Who is safety for?

I think any conversation about safety for BART riders in South Berkeley needs to look at racial targeting by BART and city police. Berkeley just released police audit: African Americans are 8% of population, but 34% of police stops.

Financial incentives

There is only so much you can do with protected bike lanes and curb use policies, and one of the Transportation Demand Management methods in the March 2021 report was to give transit passes. I think that's a big opportunity for getting more people out of cars. What other targeted financial incentives can we provide, not just infrastructure?
- Betty Seto

> *public spending/financial incentives for taking the bus, or for bikes / bike education and outreach to better access the station - particularly targeted based on income* — BETTYSETO

Private investment

Public investment is important, but need to also consider private investment. Developers will improve the public realm as part of their developments too.
- Lillian Lew-Hailer

Support transition of modes

There is anxiety around transitioning from one paradigm to another. Prioritizing parking or anyone infrastructure would lock in a choice. What are things we can support that aid in people's transitions to different habits and routines? Can we set aside flexible money to support behavior change?
- Blaine Merker

Incentives over consequences

Let's encourage mode choice by providing incentives.
- Tony Corman

Google buses

How will these be accommodated, are they part of rideshare/drop-off category? They take up important public transit space, providing privatized form of transportation, not provide public benefit.
- Chris Schildt

> *We will be taking shuttles into consideration. BART has been accommodating them. We will be looking at this. - Rachel.* — BECCAP PROJECT TEAM

> *Accessibility is an issue here too, with some people receiving privileges from a company that has lots of resources, while folks are being left out or not accommodated. -Mari.* — BECCAP PROJECT TEAM

Disc. 2, Part A Q2 – North Berkeley: How would you balance public spending that improves safety and comfort for people who walk, roll, bike, take transit, and get dropped off with spending on BART rider parking?

Would like to see investment in comfort, safety, and ease of access by walk, roll, bike, transit, and drop off that incentivize riders to access BART via those modes so that BART parking could be prioritized for those without other options and thus provided at a lower count.

Car infrastructure has gotten all the investment for the past 75 years. We can focus 100% on walk/roll/bike/transit for the next 75.

Invest in low GHG options

Ohlone Greenway improvement, including fewer car and bike/ped intersections. Make the cars stop, not the walkers and rollers.

> *I could definitely see bike/ped underpass under MLK or Adeline to improve access to the Ashby BART station.* — BETTYSETO

> *Yes! City of Berkeley, would love to see more priority for Ohlone Greenway over vehicles at intersections, especially on long blocks.* — BLAINE MERKER

Disc. 2, Part A Q3 – Ashby: What trade-offs would you consider to provide BART rider parking?

This question was not discussed directly.

Disc. 2, Part A Q3 – North Berkeley: What trade-offs would you consider to provide BART rider parking?

We should consider the trade-off of a higher project to help fund/make space for BART rider parking.

Disc. 2, Part B Q4 – Ashby: What other feedback do you have on the draft JV+P station access statements?

Not sure if we should be prescriptive about off-street protected bicycle facility along Adeline. (Is this in the Adeline Specific Plan?)

Equitable Access - what does this really mean?

We haven't done the community outreach in the Ashby area to really understand what equitable access means to the community we're trying to serve.

Disc. 2, Part B Q4 – North Berkeley: What other feedback do you have on the draft JV+P station access statements?

This question was not discussed directly.

Disc. 2, Part B Q5 – Ashby: What else do you feel should be added to the draft JV+P station access statements?

This question was not discussed directly.

Disc. 2, Part B Q5 – North Berkeley: What else do you feel should be added to the draft JV+P station access statements?

Expanding capacity of the Ohlone Greenway should be considered. It gets very crowded on the bike path.

Attachment C: Summary of Office Hours

On Monday, May 3, and Thursday, May 6, BART staff and the consultant team hosted office hours for members of the CAG and the public to attend and follow up on any questions not addressed at the April 29 CAG meeting.

Summary of what was heard regarding the Joint Vision and Priorities with regard to station access:

- In general, provide more context in the JVPs as to why these priorities are put forth. The City's policies are in alignment with these priorities.
- Housing and community benefits
  - Maximize affordable housing but provide BART rider parking
  - Finite resource in station area should be used for housing
- Non-automobile access
  - Private shuttles should not be prioritized for BART access
  - Include Ohlone Greenway (may duplicate Open Space JVP)
  - We need more of these access options spelled out
  - How can car share and TNCs help?
  - Bike share and parking for different size bikes.
- Equitable access
  - Would like to see race and gender included in equity statement
- Parking options
  - Minimize parking for both TOD and BART riders
  - Ensure that parking reliant BART riders have station access
  - Parking at the downtown Berkeley garage is too expensive for BART riders
  - Eliminate "For those who do not have viable alternatives to driving and parking." from JVP statement D.
- Transportation demand management
  - Consider additional TDM requirements for low-income residents
- Parking and traffic impacts.
  - Minimize vehicle circulation on site
  - Reduce the number of vehicles at BART stations
  - Provide parking to adequately serve the public demand
  - In the future, automated vehicles and electric vehicles may also help with more sustainable station access
  - Maximize non-auto access options
  - If driving is cheap and convenient, it will always encourage more driving

Priorities for Ashby

- Bicycle connections
- Adeline design

Priorities for North Berkeley

- Adjacent streets
- Commuter parking priority
- Consider building underground parking for BART riders at North Berkeley

Attachment D: Written Comments Received

The following summarizes the contents of the bulk of the 29 emails received between April 26, 2021 and May 7th, 2021 at the bartplanning@berkeley.info inbox (emails attached).

- Three CAG members sent emails, two of which support maximizing housing, other community benefits and minimizing BART rider parking replacement and vehicles on site, as well as, finding creative, flexible solutions for parking. One CAG member supports creating underground parking to maximize the land for building homes and other community benefits.
- 23 of the 29 emails were from non-CAG members about the North Berkeley station calling for BART to maximize replacement parking and to have all other access options in place before building the TOD. Four of these emails also expressed opposition to the TOD project. 19 of these emails were nearly identical in content/format.
- Three of the other non-CAG members focused their comments on the TODs. Two of the letters were focused on North Berkeley with suggestions like providing 100 percent affordable housing, phasing the TOD, and limiting housing. The other email suggested providing affordable home ownership opportunities at Ashby and North Berkeley BART.

From: Rachel Factor
To: Kamala Parks
Subject: FW: Bart Parking
Date: Wednesday, May 5, 2021 4:28:49 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:09 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Bart Parking

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: leftfeet3@gmail.com <leftfeet3@gmail.com>
Sent: Monday, April 26, 2021 4:10 PM
To: Shen, Alisa <AShen@cityofberkeley.info>
Subject: Bart Parking

Dear City and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station. (1200

spots were needed daily and only 800 were available)

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce. This is not a viable or acceptable plan for development.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated and street parking zones must remain in place for residential parking. BART residents should not be eligible for neighborhood street parking permits. BART should be responsible for parking needs of this development not Berkeley or the community.**

Sincerely,
Allegra Guarino

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Parking at North Berkeley BART station
Date:	Wednesday, May 5, 2021 4:29:12 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Parking at North Berkeley BART station

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Barry Horwitz <bdhorwitz@gmail.com>
Sent: Monday, April 26, 2021 4:22 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: Parking at North Berkeley BART station

Dear City and BART Officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users

get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.

-
- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
-
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Sincerely,

Barry D. Horwitz
1711 EOLA Street
Berkeley 94703

Barry David Horwitz, Editor
@Theatrius.com

SFBATCC, Member S.F. Critics Circle
Theater Bay Area, Adjudicator

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: North Berkeley BART development
Date:	Wednesday, May 5, 2021 4:28:30 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:08 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART development

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Carol Hirth <chirth@mac.com>
Sent: Monday, April 26, 2021 1:56 PM
To: All Council <council@cityofberkeley.info>; Rebecca.Saltzman@bart.gov; Shen, Alisa <AShen@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: North Berkeley BART development

Dear City of Berkeley and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users

get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood.

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

I live about a mile from the station and currently am able to walk there and back most days. However, I am 70 years old, my husband is almost 80 years old and we are not always able to walk. Being able to drive and park is definitely an issue for us and many other Berkeley citizens.

Thank you,

Carol Hirth
1309 Cornell, 94702

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: No. Bekeley BART parking
Date:	Wednesday, May 5, 2021 4:28:46 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:09 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: No. Bekeley BART parking

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Carleen Mandolfo <mandolfo62@gmail.com>
Sent: Monday, April 26, 2021 3:16 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: No. Bekeley BART parking

Dear City and BART officials,

I live about 1/2 block from the BART station on Sacramento St. I just purchased my home about 5 months ago. I'm extremely concerned about the possible diminution of BART parking. I commute to the City where I am an administrator for SFSU and always take BART. Now that I live in close proximity, parking is no longer an issue for me, but I sympathize with those for whom it is. And my personal

concern is with the impact on the neighborhood. Parking is at a premium and I don't want to hunt for parking at my own home, nor my friends and family who are frequent visitors. My property taxes are too high to be sanguine about such an inconvenience!

Please ensure there is ample alternative transportation, such as shuttles, etc., to minimize the impact on our neighborhoods and BART riders.

Kind regards,
Carleen Mandolfo

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Parking for North Berkeley Bart Commuters
Date:	Wednesday, May 5, 2021 4:29:20 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Parking for North Berkeley Bart Commuters

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Cindy Shamban <cshamban@comcast.net>
Sent: Monday, April 26, 2021 9:27 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: Parking for North Berkeley Bart Commuters

Dear City Council and BART officials,

I am writing to understand BART's plan for parking as the North Berkeley BART parking area is to be developed with housing taking away the parking which BART has provided for its' patrons though not free for commuters.

Before Covid, the parking lot was always filled during the weekdays and during the weekends the parking lot was well used. In addition, during the week, there were a lot of commuters standing on Sacramento Street to be picked up by cars going into San Francisco. Will there be space on Sacramento St. to continue that option?

Where are all the commuter cars going to go once groundbreaking happens for the development. Where will the future residents of the housing complex park?

It's impossible for all the commuter cars and the residents' cars to park in the neighborhood or even any of them as the parking situation is already tight.

If BART is going to provide alternative transportation (shuttles, etc.) it must already be in place when the parking is eliminated. Public hearings must be held which deal specifically with parking issues well before any decisions are made so the input will be truly considered unlike many times when public hearings are held, yet the decisions have already been made.

Sincerely,

Cindy Shamban
1621 Bancroft Way
94703

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: North Berkeley BART
Date:	Wednesday, May 5, 2021 4:28:36 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:08 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Dmitriy Shirchenko <caldima@gmail.com>
Sent: Monday, April 26, 2021 1:56 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov
Subject: North Berkeley BART

Dear City and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-

pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Sincerely,

Dmitriy Shirchenko
1479 Lincoln St, Berkeley, CA 94702

From: Rachel Factor
To: Kamala Parks
Subject: FW: North Berkeley BART parking
Date: Wednesday, May 5, 2021 4:29:14 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART parking

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: JB Kuo <jb7kuo@gmail.com>
Sent: Monday, April 26, 2021 7:30 PM
To: Shen, Alisa <AShen@cityofberkeley.info>
Subject: North Berkeley BART parking

Dear City and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Sincerely,
Elizabeth Chiang
1528 Cedar
Berkeley

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Thursday city council meeting
Date:	Wednesday, May 5, 2021 4:28:43 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:09 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Thursday city council meeting

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Elana Naftalin-Kelman <elanank@gmail.com>
Sent: Monday, April 26, 2021 2:45 PM
To: All Council <council@cityofberkeley.info>; rebecca.saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>; Kesarwani, Rashi <RKesarwani@cityofberkeley.info>; Shen, Alisa <AShen@cityofberkeley.info>
Subject: Thursday city council meeting

Dear City and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-

pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Sincerely,
Elana Naftalin-Kelman (1680 Short St)

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Concerns about North Berkeley BART Development
Date:	Wednesday, May 5, 2021 4:28:52 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Concerns about North Berkeley BART Development

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Johana Afenjar <johana.afenjar@gmail.com>
Sent: Monday, April 26, 2021 5:44 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Cc: aric lasry <lasry.aric@gmail.com>
Subject: Concerns about North Berkeley BART Development

Dear City and BART Officials,

I am very concerned about the impact on BART users and residents living near North Berkeley BART station if BART does not replace the 800 or so parking spaces currently available.

- How will the current park-and-ride BART users get from their homes to the

station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If BART users take Uber and Lyft in great numbers to the station, there will be an impact on traffic, fumes, and noise in the surrounding neighborhood.
- If BART or the City is going to provide alternative transportation such as shuttle service, **it must already be in place when the parking is eliminated--i.e., at the ground-breaking, not the completion of TOD.**

Sincerely,

Johana Afenjar and Aric Lasry
1601 Lincoln St, Berkeley, CA 94703

--
Johana Afenjar - Lasry
+1 617 932 9256

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: North Berkeley BART
Date:	Wednesday, May 5, 2021 4:29:18 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Julieta Pisani McCarthy <pisanimcc@gmail.com>
Sent: Monday, April 26, 2021 7:39 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: North Berkeley BART

Dear City and Bart Officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.

• If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.• If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

I am also concerned about the height and design of the development project. The new buildings I have seen in Berkeley have eliminated yards and blocked sunlight. I grew up in Buenos Aires, Argentina, and twenty years ago I fell in love with the way Berkeley had organized urban growth because it led to healthy spaces and lifestyles. I thought Berkeley was forward-thinking. Now I realize Berkeley was just lagging behind. We seem to be moving in the same sad direction, fueled by corporate interests manipulating our old progessive discourse. And we seem to have no memory: We seem to have forgotten the meaning of our old discourse. And of our songs. Do you remember what *Big Yellow Taxi* was about?

One final question, have you thought how those of us working from home and affected by the noise, dust and fumes will be compensated? If need be, who should we sue?

Thank you for your consideration to these matters.

Sincerely,

Julieta Pisani McCarthy
1377 Francisco Street
Berkeley, CA 94702

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: North Berkeley BART station
Date:	Wednesday, May 5, 2021 4:28:40 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:09 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART station

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Jason Warriner <jason.jaywar@gmail.com>
Sent: Monday, April 26, 2021 2:06 PM
To: Shen, Alisa <AShen@cityofberkeley.info>
Subject: North Berkeley BART station

Dear City and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.

If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.

- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) it must already be in place when the parking is eliminated.

Sincerely,

Jason

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: North Berkeley BART station parking, height and design
Date:	Wednesday, May 5, 2021 4:28:32 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:08 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART station parking, height and design

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Laura García-Moreno <lauragarmor@gmail.com>
Sent: Monday, April 26, 2021 2:01 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>; rebecca.Saltzman@bart.gov
Subject: North Berkeley BART station parking, height and design

Dear City and Bart Officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

• If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a

severe shortage of spaces at the station.

• If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.• If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

I am also concerned about the height and design of the development project. The new buildings I have seen in Berkeley in recent years are ugly and cheap looking. They have a standardized quality that I find depressing. Architectural design matters. Built spaces affect the quality of life that unfolds around them.

As for the height, as I've written to you repeatedly, do take those of us who will be directly affected into consideration. Avoid building monstrosities.

One final question, have you thought of how those of us who work from home and will be affected by the noise and dust will be compensated?

Thank you for your consideration to these matters.

Sincerely
Laura García Moreno
1385 Francisco St.

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: North Berkeley BART parking issues
Date:	Wednesday, May 5, 2021 4:29:26 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART parking issues

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Mary Lai <mary@bigtoad.com>
Sent: Tuesday, April 27, 2021 5:36 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>; rebecca.Saltzman@bart.gov
Cc: North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>; Peter Mui <petermui@gmail.com>
Subject: North Berkeley BART parking issues

Dear City & BART officials

I live one block from the North Berkeley BART station, and am very concerned about the plans to build over the station. My biggest fear is that a monolithic and in-human giant building will be constructed, totally disrupting our light and air, and ignoring the character of the neighborhood.

Of equal concern, however, is parking. Everyone knows that BART is the way that many people commute to work, relieving the bridge and the freeways. So if the parking at the BART station is removed, how will people get to BART? Will they just get in their cars and drive to work? We are dreaming if we think that everyone will bike to the station. And, as far as I know, there are no bus systems in place to bring everyone from the hills or other neighborhoods served by the station to it. Yes, there is Uber and Lyft, but that is going to mean more cars coming and going, more pollution and noise.

And, where will people living in the new housing park their vehicles? Again, we are dreaming if we think that people living there will sell their cars and walk or bike just because they live over a BART station.

Has the BART board considered what this will do to BART ridership? Has it made plans to bring people to the station? Has the City thought about the infrastructure needed to support tall buildings and the people living in them? And how about the additional classrooms that will be required?

Yes, housing is needed – but there has to be some planning to deal with the issues that I have raised here.

Yours,

Mary Lai

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: BART parking
Date:	Wednesday, May 5, 2021 4:29:30 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: BART parking

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Laurence LePaule <lepaule@att.net>
Sent: Wednesday, April 28, 2021 9:13 AM
To: All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov; Shen, Alisa <AShen@cityofberkeley.info>; North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: BART parking

BART was sold to the public as a "park and ride" commuter train. The public agreed to pay for it to the tune of billions of dollars. Taking away the "park" violates the implied social contract in this sale. Given the need, parking garages that would double the amount of existing parking spaces should be built at both North Berkeley and Ashby stations. Shoring up the parking in this way could free up some land that could be used for housing. This way BART would meet its moral obligations as well as provide some housing.

Michelle LePaule
1720 Virginia St.
Berkeley, CA 94703

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: 800 parking spaces for commuters at North Berkeley
Date:	Wednesday, May 5, 2021 4:29:36 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:11 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: 800 parking spaces for commuters at North Berkeley

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Maud Engel <engel1883@gmail.com>
Sent: Wednesday, April 28, 2021 10:57 AM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>; rebecca.Saltzman@bart.gov
Subject: 800 parking spaces for commuters at North Berkeley

Dear City and BART officials,

Please retain the current 800 parking places at the North Berkeley BART station and stop the proposed construction of new housing at this site. During pre-pandemic times these places were filled every week day which indicates they will be just as much needed and used when the pandemic is resolved. There has been no sufficient alternate parking plan proposed.

Thank you for your attention to this matter.

Sincerely,

Patricia Maud Engel
City of Berkeley resident for 40 years

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: CAG#6 and proposed development at North Berkeley BART
Date:	Wednesday, May 5, 2021 4:29:32 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:10 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: CAG#6 and proposed development at North Berkeley BART

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Vicki <vickisommer@gmail.com>
Sent: Wednesday, April 28, 2021 10:34 AM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Rebecca Saltzman <rebecca.Saltzman@bart.gov>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: CAG#6 and proposed development at North Berkeley BART

Dear City and BART officials,

Parking solutions threaten to adversely impact the height of the proposed North Berkeley development. Turning a park and ride station into an apartment complex creates traffic and parking issues for the surrounding community.

I would like to remind you of the Memorandum of understanding between the City and BART as it applies to North Berkeley:

"the Berkeley City Council acknowledges the unique neighborhood characteristics of each BART station and expresses its intent to incorporate a station-specific design that is sensitive to the existing single-family (R-1) and two-family (R-2) residential zoning directly adjacent to the North Berkeley BART station."

I will further remind you that the Mayor and Councilwoman Kessarwani have repeatedly assured the community that any development would be "contextual" with the surrounding neighborhood.

While I am not opposed to housing at the North Berkeley BART lot, I am opposed to development which will loom over the 1-2 story residential neighborhood which surrounds this property.

Right now there are about 800 parking spaces for commuters at North Berkeley, and before the pandemic, they were all filled early every weekday. There is a waiting list of over 400 people for reserved spaces.

I am very concerned about what will happen at the North Berkeley BART station and to the surrounding community if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.
- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?
- How will you provide parking for new residents and existing commuters *while adhering to the MOU and upholding the promises of Berkeley elected leadership?*

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Sincerely,
V.Sommer
94703

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Parking Planning for NBB
Date:	Wednesday, May 5, 2021 4:29:49 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:11 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Parking Planning for NBB

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Irene Rice <ir07441@gmail.com>
Sent: Thursday, April 29, 2021 11:09 AM
To: Shen, Alisa <AShen@cityofberkeley.info>; Rebecca Saltzman <Rebecca.Saltzman@bart.gov>; All Council <council@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: Parking Planning for NBB

Dear City and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-

pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Sincerely,

Irene Rice, North Berkeley Resident

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: BART parking
Date:	Wednesday, May 5, 2021 4:29:44 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:11 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: BART parking

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Joel Resnikoff <socialwkrs@hotmail.com>
Sent: Thursday, April 29, 2021 9:55 AM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Cc: Basak Altan <basak.alt@gmail.com>
Subject: BART parking

We are neighbors of the North Berkeley BART station, 1660 Short St, 5 houses from the station.
A major problem with the BART development is the **issue of parking**. If there is not a parking place for every apartment **and** for the BART riders who, pre-pandemic, filled the parking lots daily at N. Berkeley BART, the surrounding neighborhoods will be overrun with cars. We have lived in or tried to visit friends in cities with inadequate parking (San Francisco, Tel Aviv, Buenos Aires, Jerusalem) and it is a nightmare. Examples:

1. When visiting friends in San Francisco, I have had to spend ten minutes looking for a parking place and then walk as much as 20 minutes back to the friend's house.
2. Euclid Ave (near Lake Merritt) was rezoned for multiple family dwellings many years ago and today parking on the street is impossible at any time of day or night.
3. Parking at U.C.'s Albany Village is very difficult. It used to be that many married students did not have cars. Now many families at the Village have two(!). And the 51 bus, which runs to the campus, runs virtually empty. As a consequence, parking for visitors is very difficult to find.
4. Commuters from Grizzly Peak, Euclid, or Spruce will not suddenly begin riding bicycles or skateboards to the BART station in the morning if there is inadequate parking. A parent with children living in the Berkeley hills will not get on a bus to take the child(ren) to daycare and or/school and then take a bus to BART and repeat this is in the evening. They will simply skip BART and go back to commuting to work in their own cars -- not the direction we want to go in this age of global warming.
   Residents of the new development will also have cars, especially if they have children or have jobs which are not in proximity to a BART station. **Believing that people living in the development will go without cars if there are no parking places is magical thinking.** They will still own cars and we, the existing neighbors and our guests coming to our homes, will be living in a traffic and parking nightmare.
   This lack of adequate parking will also impact neighbors further from BART than we are. I can imagine that some folks will park, on a daily basis, as much as half a mile away, and walk or take a motorized scooter to the station. This is already happening as the BART station parking lot fills very early.

We enjoy having guests for dinner regularly. There are usually 12 people (pre-COVID) around our table. Where will they park when 2000 people move in across the street? And what about our disabled friends? This may all sound melodramatic, but it isn't. The quality of our lives is at stake here.

I sincerely hope that all those involved in the planning process will take the

parking issue very seriously.

Respectfully submitted,
Joel and Irene Resnikoff
1660 Short St.
Berkeley

From: Rachel Factor
To: Kamala Parks
Subject: FW: Housing
Date: Wednesday, May 5, 2021 4:29:39 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. If you need to reach me by phone, please call my cell shown below.

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

-----Original Message-----
From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:11 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Housing

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

-----Original Message-----
From: Jeffrey Schilling <jcschills@gmail.com>
Sent: Thursday, April 29, 2021 4:38 AM
To: bartplanning <bartplanning@cityofberkeley.info>
Subject: Housing

Dear Sir or Madam: The number one problem in Berkeley is lack of affordable home ownership opportunities. I have lived in Berkeley for 18 of the past 21 years paying over $300,000 in rent. Unlike neighboring cities, Berkeley's affordable housing initiatives are focus exclusively on rental housing directing government resources to for-profit and not for profit corporate entities while denying moderate and low income Berkeleyans a pathway to homeownership.

Will Berkeley use the development of housing at North Berkeley and Ashby Bart stations as an opportunity to create affordable home ownership opportunities in Berkeley?

Very truly yours,
Jeffrey C. Schilling

Sent from my iPhone

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: North Berkeley BART high-rise
Date:	Wednesday, May 5, 2021 4:29:47 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:11 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART high-rise

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Lois Cantor <locando@comcast.net>
Sent: Thursday, April 29, 2021 10:27 AM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Rebecca.Saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: North Berkeley BART high-rise

Dear City and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe,

timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) it must already be in place when the parking is eliminated.

Sincerely,

Lois Cantor

1629 Sacramento St.

94107

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Bart Parking
Date:	Wednesday, May 5, 2021 4:29:54 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:11 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Bart Parking

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Margaret Elms <melms1536@comcast.net>
Sent: Thursday, April 29, 2021 11:20 AM
To: Shen, Alisa <AShen@cityofberkeley.info>
Subject: Bart Parking

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.
- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.

- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Sincerely,

Margaret M Elms
1536 Lincoln Street
Berkeley 94703

From: Rachel Factor
To: Rachel Factor
Subject: FW: CAG Meeting #6: Additional Information
Date: Tuesday, May 11, 2021 12:04:27 AM
Attachments: image002.png

From: Peter Waller [mailto:peteriwaller@comcast.net]
Sent: Thursday, April 29, 2021 8:18 AM
To: Horner, Justin <JHorner@cityofberkeley.info>
Cc: Shen, Alisa <AShen@cityofberkeley.info>
Subject: Re: CAG Meeting #6: Additional Information

Hi Justin and Alisa
I am on vacation this week and will not be able to attend the CAG meeting this evening. I will try to join the office hours either Monday or Wednesday next week. Here are my quick high level comments

- I generally support providing the least parking on site
- I think we can be much more creative and pro-active about managing on-site parking for shared use. Automated parking systems, stackers, valet parking, all should be considered. I think that is something we should put in the RFP as a challenge/opportunity for development teams
- At Ashby BART I think that all drop off functions should be concentrated on Adeline and that we eliminate the access drive into the site from MLK, expect perhaps for parking access. I want maximize the area available for housing and open space and minimize the on-site vehicle circulation.

Thanks, see you next week
Peter

> On 04/28/2021 3:35 PM Horner, Justin <jhorner@cityofberkeley.info> wrote:
>
> Dear CAG Members,
>
> In preparation for **tomorrow's CAG meeting**, please see the following:
>
> - Please find, attached, a pdf of the **CAG Meeting #6 Presentation**;
> - CAG Members will be asked to participate in a **live poll** during CAG Meeting #6. Please follow this link to access the poll during the meeting. Please note, CAG Members *do not* need to respond to the poll now.
> - CAG Members will be asked to access **Padlet** during CAG Meeting #6. Please keep an eye out for an invite to a new Padlet board today or tomorrow from "Padlet Folks folks@padlet.com" with the subject line "Dave has invited you to collaborate on Padlet". As CAG Members already have Padlet accounts established, all that is required is to accept the link that is received.
>
> Thank you. Please let me know if you have any questions or need any additional information.
>
> **Justin Horner, Associate Planner**
> Land Use Planning Division
> City of Berkeley Department of Planning and Development
> 1947 Center Street, 2nd Floor
> Berkeley, CA 94704

CAG Meeting #6
Zoom link
Call-In: (669) 900 6833
Meeting ID: 925 6408 6391
Passcode: 254 963

- Meeting Agenda
- Working Draft Joint Vision and Priorities Statements for Station Access

Peter Waller

1925 Carleton Street, Berkeley

From:	bartplanning
To:	Rachel Factor
Subject:	FW: Comments re: BART TOD parking guidelines
Date:	Wednesday, May 5, 2021 4:03:59 PM
Attachments:	TransForm Comments Berkeley BART TOD parking guidelines.pdf

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Hayley Currier <hcurrier@transformca.org>
Sent: Wednesday, May 5, 2021 12:01 PM
To: bartplanning <bartplanning@cityofberkeley.info>
Subject: Comments re: BART TOD parking guidelines

Good morning,

Please find comments from TransForm regarding the BART TOD parking guidelines for the Joint Vision and Priorities Statements for Station Access.

Thank you!

Hayley Currier, Policy Advocacy Manager
(pronouns: she/her)

TransForm
560 14th Street, Suite 400, Oakland, CA 94612
415.659.8624

TransForm has a new executive director! Read all about it.

Sign up for our emails at www.TransFormCA.org. Follow us on Twitter, Instagram, Facebook, and LinkedIn, too.

May 4, 2021

Land Use Planning Division
City of Berkeley
1947 Center St, 2nd Floor
Berkeley, CA 94704

Dear Mr. Horton and Ms. Shen,

TransForm strongly encourages BART and the City of Berkeley to minimize parking at BART station transit-oriented development (TOD) projects at North Berkeley and Ashby for both residents and BART patrons in order to maximize housing, especially affordable housing, and reduce greenhouse gas emissions.

For more than a decade, TransForm has pioneered initiatives to right-size parking at TOD sites, research the climate and equity benefits of affordable homes, and facilitate deep and authentic community engagement in planning processes, particularly with communities of color and other underserved neighborhoods.

In 2018, TransForm partnered with BART to provide support with technical analysis and community engagement for new transit-oriented developments at BART's "Urban with Parking" Stations, which includes Ashby and North Berkeley, and developed a technical report entitled "Measuring the Promise of TOD: A Proposed Methodology for BART." This report informs these comments, and will be available by the end of the month.

It's been proven that people living near BART stations drive less and therefore create fewer greenhouse gas emissions. Nearly three-quarters of households living within half a mile of a BART station own only one vehicle, or none at all.[1] People living within half a mile of a BART station are three times more likely than people who live further from a BART station to walk, bike, or take public transit to work.[2] Reducing parking and increasing housing will increase BART ridership overall: the updated BART Station Access Model estimates that, despite losing 440 riders per day due to reduced BART patron parking, the TOD land uses add 2,270 riders per day, resulting in a net increase of 1,830 riders per day.[3]

[1] BART, *Transit-Oriented Development Guidelines*, Version 2.0, May 2017, p.9, https://www.bart.gov/about/business/tod/guidelines
[2] BART, *Transit-Oriented Development Guidelines*, p.9.
[3] TransForm, *BART Station Access Model Outputs*, December 2, 2020.

The evidence is clear—the current level of parking at "Urban with Parking" BART stations such as Ashby and North Berkeley is expensive, unnecessary, and counter to our housing affordability and greenhouse gas reduction goals. Prioritizing public space and funding for affordable homes and sustainable transportation options will help us build the equitable, zero-emission communities we want, and work toward undoing a long history of racist and exclusionary planning.

While the right-sized parking approach applies to both BART station projects, each neighborhood has some unique characteristics that should be considered individually.

North Berkeley
Currently, approximately 74% of North Berkeley patrons access the station using sustainable modes—by walking, biking, taking transit or being dropped off. Approximately 25% access the station by driving to and parking at or near the station.[4] This number fell from over 40% in 2008, reflecting the growing demand for accessing the station via sustainable modes. By continuing to improve access to the station—through increasing bus frequency, improving the Ohlone Greenway for walking and biking, and providing more safe bike parking— the City and BART can continue to encourage this shift away from driving, preserving valuable public land for housing.

Further, BART parking is underpriced relative to market demand—unlike stations in suburban areas, the North Berkeley parking lot does not fill up until 9:30am, indicating excessive supply. Just 1.2 miles from the North Berkeley station is the Allston Way Garage, which was only 60% occupied during the week, before the Covid-19 shelter-in-place order. For those with no other option other than to drive, the Allston Way Garage, at a half block distance from the Downtown Berkeley BART station, provides a suitable alternative. The Allston Way Garage charges market rates for parking. BART studies show that there is a strong correlation between BART users who have cars and higher incomes, especially at the "urban with parking" stations such as North Berkeley and Ashby. Charging drivers at a rate that represents the actual cost of parking will help more fairly redistribute the cost of accessing BART.

In addition, the current allocation of street parking through the Residential Parking Permit (RPP) program is inequitable and further reinforces the privatization of public space for those with economic privilege. Currently, RPP permits are available to Berkeley residents in the zoned areas for just $66 a year. This guarantees the public space, paid for by city, state, and even federal tax payer dollars, is reserved for residents, which in North Berkeley means many high-income homeowners. Berkeley currently prohibits RPP permits from being allocated to residents of new developments, including affordable housing. This maintains a system that prioritizes access to public space for people with high incomes, and leaves the future residents of the hundreds of

[4] BART, *Station Profile Study*, 2015.

units of affordable housing planned for the North Berkeley BART station without access to the same amenity. Restructuring the RPP system in a way that charges residents what the public space is worth and provides access to new residents, especially of affordable housing developments, to the same public space, will help create a more equitable and sustainable parking program.

Ashby

While the neighborhood context is different and the risk of displacement for existing residents is higher than in North Berkeley, Ashby patrons are even less likely to drive alone and park than at North Berkeley. Fewer than 20% of BART patrons drove alone and parked in 2015, down from 25% in 2008[5]. Those that still drive often travel about a mile from their homes, indicating a huge potential for encouraging access by alternative modes. Understanding the barriers and incentives that would support access via sustainable modes for these residents should be included in the planned access study, and subsequently addressed as part of the development plan.

Parking for both patrons and residents should be as low as possible, so that the public space at Ashby can be prioritized for much-needed affordable housing, and community-desired assets such as the Berkeley Flea Market and Berkeley Farmers Market. Any parking that is built at the station should be prioritized for residents with disabilities, given the proximity of the Ed Roberts Campus, and the proposal for disability-specific housing at the site.

In addition, the Adeline Corridor Plan, adopted by the Berkeley City Council on December 8, 2020, supports implementing "innovative strategies that make efficient use of existing parking resources while reducing demand for additional parking."[6] The plan states, "In recognition of the presence of high-frequency transit, to lessen the cost of newly built units, and to reduce traffic congestion in the Plan Area, the City encourages reduced amounts of parking in new development projects."[7] Providing very little parking at the BART station reflects the priorities outlined in the Adeline Corridor Plan.

Conclusion

Living next to BART provides excellent access to high quality transit. We also know that BART doesn't go everywhere, and residents will need to access other amenities that are not BART-accessible. An access plan that increases connectivity via other modes including buses, carshare, ride hail, bikes, and scooters will be an important part of a comprehensive plan to meet the mobility needs of residents, especially the residents of the planned affordable units. According to TransForm's report, up to 7% of trips to the station can be shifted from drive and park to sustainable modes with the right access investments,[8] which is a third of the shift needed

[5] BART, *Station Profile Study*, 2015.
[6] City of Berkeley, *Adeline Corridor Specific Plan*, 2020.
[7] City of Berkeley, *Adeline Corridor Specific Plan*, 2020.
[8] TransForm, *BART Station Access Model Outputs*, December 2, 2020.

at Ashby and a quarter of the shift needed at North Berkeley. Transportation Demand Management (TDM) strategies such as creating parking for electric carshare with discounts for low-income residents, bus passes, or a comprehensive mobility wallet with all of these options, will ensure that parking elimination for TOD residents does not impede their mobility options. Our research shows that the people who will live in these future TOD homes will drive approximately 85% than the regional average and release 67 percent fewer greenhouse gas emissions.

In summary, in developing the Joint Vision and Principles and developing the Station Access Plan, TransForm strongly encourages BART and the City of Berkeley to:

- Minimize both BART patron and TOD resident on-site parking;
- Invest in increasing BART access by sustainable modes;
- Provide additional TDM strategies targeted to the needs of low-income and disabled residents of new developments;
- Charge market rates for parking for BART patrons, on-street parking, and residential parking permits in neighboring areas.

Thank you,

Darnell Grisby
Executive Director
TransForm

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Parking at North Berkeley BART
Date:	Wednesday, May 5, 2021 4:28:26 PM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
BART Planning & Development
(D) 510.287.4756
(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Wednesday, May 5, 2021 4:04 PM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Parking at North Berkeley BART

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Hertenstein, Tom <Tom.Hertenstein@SothebysHomes.com>
Sent: Wednesday, May 5, 2021 12:12 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: Parking at North Berkeley BART

Hi, I was unable to attend the meeting last Thursday but I do urgently need to retain the parking spot I lease at the North Berkeley BART station.

My wife and I carpool to the station and then take BART into the city daily. Post-Covid, we expect to return to dropping our kids at school on the way, so bicycling or walking is not an option for us.

Thanks,
Tom Hertenstein

1407 Glendale Ave, Berkeley
510 919 1941

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: North Berkeley BART
Date:	Thursday, May 6, 2021 10:04:23 AM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

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rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Thursday, May 6, 2021 10:04 AM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: North Berkeley BART

Justin Horner, Associate Planner
City of Berkeley Department of Planning and Development
Land Use Planning Division
1947 Center Street, 2nd Floor
Berkeley, CA 94704
510-981-7476
Jhorner@cityofberkeley.info

From: Carol Hirth <chirth@mac.com>
Sent: Thursday, May 06, 2021 9:22 AM
To: Rebecca.Saltzman@bart.gov; Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: North Berkeley BART

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users get from their homes to the station and back in a safe, timely fashion? Pre-

pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Thank you,

Carol Hirth
1309 Cornell. 94702

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Parking @ N Berkeley BART
Date:	Thursday, May 6, 2021 10:04:18 AM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

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From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Thursday, May 6, 2021 10:04 AM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Parking @ N Berkeley BART

Justin Horner, Associate Planner
City of Berkeley Department of Planning and Development
Land Use Planning Division
1947 Center Street, 2nd Floor
Berkeley, CA 94704
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Jhorner@cityofberkeley.info

From: Frances Feldon <franfeldon@gmail.com>
Sent: Thursday, May 06, 2021 9:24 AM
To: Berkeley Mayor's Office <mayor@cityofberkeley.info>; Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; rebecca.Saltzman@bart.gov
Subject: Parking @ N Berkeley BART

Dear City and BART officials,

I am very concerned about what will happen at the North Berkeley BART station if BART does not replace the parking. I want to know:

- If there is little or no parking, how will the current park-and-ride BART users

get from their homes to the station and back in a safe, timely fashion? Pre-pandemic, there was already a severe shortage of spaces at the station.

- If there are not enough spaces for residents of the new housing, where will they park? Parking in the surrounding neighborhood is already scarce.
- If there is no parking, and BART users start taking Uber and Lyft in great numbers to the station, what impact will that have in terms of traffic, fumes and noise in the surrounding neighborhood?

If BART is going to provide alternative transportation (shuttles, etc.) **it must already be in place when the parking is eliminated.**

Sincerely,
Frances Feldon
1440 Keoncrest Dr/Berkeley

Sent from my iPad

May 6, 2021

Mayor Jesse Areguin
Council Member Ben Bartlett
Council Member Lori Droste
Council Member Sophie Hahn
Council Member Kate Harrison
Council Member Rashi Kesarwani
Council Member Rigel Robinson
Council Member Terry Taplin
Council Member Susan Wengraf
Director Rebecca Saltzman
Director Jordan Klein
Principle Planner Shen

Subject: Housing Development at North Berkeley BART

The City Council established the Community Advisory Workgroup to advise the City and BART regarding zoning and design goals for the proposed housing projects at the Ashby and North Berkeley BART stations. The CAG was a noble attempt by the City to introduce an element of community engagement into a development process that had been intentionally designed by Assembly Bill 2923 to eliminate local control. However, as implemented by staff, the CAG process is a complete sham, stage-managed to rubberstamp what BART staff had decided to build even before the process had begun.

I am writing to urge that the Mayor and City Council take three actions to insure that these projects address the needs of Berkeley rather than BART and its developers. My comments are specific to the North Berkeley BART station, although I believe there is much in common between both flatlands neighborhoods.

First, the Council should reject the false assertion that the city has no choice but to zone for the massively scaled 800-1,200 unit project planned by BART. Under AB 2923, the city has the authority to limit the project density to 75 units per acre, which would create one of the largest housing projects ever constructed in Berkeley while still being reasonably compatible in scale to the neighborhood and in keeping with the commitment for contextual development made by the City Council to the community in 2019. This scale of project is also cheaper to build per unit and in overall cost, in better alignment with state and federal affordable housing programs and significantly more sustainable. Under AB 2923, BART is required to abide by local zoning, provided only that the zoning meets the requirements of AB 2923. Although the BART board has adopted a contrary policy that it will abide by City zoning only if it meets BART's arbitrary financial goals for itself and its for-profit developers, BART's policy is in violation of AB 2923 and should be legally challenged if asserted by BART.

Second, the City should use its considerable financial leverage over BART to meet the goals of this community. Even with the 35% affordable funding committed so far, the City should demand a say in who builds it, who gets to live there and what it looks like – these projects are not feasible without major funding by Berkeley taxpayers and we deserve to be strongly represented. BART is planning to put nothing into this project other than the land that it took from the community by eminent domain over 50 years ago. The City should demand that BART use the profits it plans to reap from the ground

lease payments to support station accessibility and other enhancements that directly benefit BART, rather than burdening the housing project with those unrelated costs as BART intends. And the City should begin developing a financial strategy to fund 100% affordable housing. This is rare public land that should be used exclusively for the public good and not for private gain. The City has a glut of new market rate housing but desperately needs affordable housing to maintain its economic, cultural and racial diversity.

Third, the City should demand that BART spend less time dictating to our community what gets built here and more time turning around a badly mis-managed transit system. The BART board has taken no meaningful action to address the lack of civility, personal safety and service that resulted in a steady and drastic reduction in ridership since 2016, long before the impact of Covid.

If BART continues to stonewall Berkeley on these issues, Berkeley should join the City of San Mateo in its suit against the state for its abrogation of zoning and planning authority granted to charter cities by the state constitution. San Mateo has won the first round of legal decisions and the case is now going to the appeals level.

It has been apparent for some time that BART decided what it wanted to build at the North Berkeley BART station long before the Community Advisory Group process even began. If it was not already clear, it became blatantly obvious at last week's CAG Meeting No. 6 concerning station access that the final set of CAG conclusions and recommendations will reflect only the goals of BART without regard to any input from CAG members or public comments that are not in alignment with BART's goals.

Others, such as Basak Altan, have written to the Council to describe the manipulative techniques used in the last CAG meeting. It was clear that BART intends to eliminate most if not all commuter parking and the intent of the meeting was to generate a positive response to BART's plan. Most egregious was the false equivalency between the cost of parking replacement and all other project goals, as if they were mutually exclusive and funded from the same sources. The only leading question that was missing from the long list of leading questions was "Do you want to save millions of Yemini children from death by starvation or do you want to spend that money on replacement parking at the BART stations?" Their idiotic survey now provides them with the basis to claim that nearly 100% of the respondents are opposed to replacement parking, similar to how previous surveys on other topics were rigged to provide only the response desired by BART.

Also disappointing was the lack of meaningful discussion about alternatives to personal vehicles. Given the urgency of the climate crisis, this topic should have been central to the entire meeting. Instead, the traffic consultant spent a couple of minutes magically reducing the 23% of riders using personal vehicles down to 5%, without any specific or coherent explanation of how this could be achieved. They also conveniently omitted any discussion of the cost of these alternatives to further exaggerate the savings from eliminating parking. Both the public costs and the personal costs of alternative modes are considerable, especially considering the external and intangible personal impacts related to time, safety, convenience and equity as CAG member Mari Mendonca explained so well.

BART and the young able-bodied opponents of replacing commuter parking expressed little empathy for anyone dependent upon a personal vehicle to access BART: the elderly, the disabled, the women who return after dark, the people whose jobs do not allow them to work in bicycle attire, the people who have no reasonable access to other modes of transit and the parents who must juggle the demands of commuting to work with dropping off and picking up children from daycare and school.

Prior to the pandemic, car-dependent commuters made up about one quarter of all riders at the North Berkeley station, and the actual demand was even higher as there was a waiting list of over 400 for monthly parking. Without parking and without BART acceptance of responsibility for developing effective alternatives, these riders will often have little choice but to abandon BART and continue driving to their final destinations, decreasing ridership and increasing global warming. BART's response is it intends to ask its developer to fund studies for solutions that will be implemented by the developer and that the developer will inform the community what we will get. Global warming is an existential threat and we urgently need to figure out how to reduce vehicle emissions, but this meeting had nothing to do with that because its only purpose was to save BART the cost of paying for parking, or anything else.

It might at first seem odd that a transit agency like BART is taking the position that housing has priority over mass transit. However, the purpose of BART since its inception has been to promote population growth and economic growth. Having spent its first 50 years promoting and enabling massive suburban sprawl in the greater Bay area, BART has now been re-focused to promote unsustainable population and economic growth in the inner cities, a part of a much larger effort by corporate real estate interests to gentrify and densify lower income and middle income inner city neighborhoods in California and other parts of the U.S. and to effect a massive shift of housing ownership from individual families to them.

I understand that standing up to BART and the corporate real estate interests will take real courage. Not only will you be bucking the pro-developer and pro-growth mania of the Democratic political leadership in Sacramento, but you will also disappoint the outside corporate real estate interests who have donated so heavily to Berkeley political campaigns. It is unlikely that these real estate interests in New York, Atlanta, Los Angeles, Atherton, Portola Valley and Menlo Park are motivated by a sense of civic concern for Berkeley. Corporate real estate interests literally want to buy this town, or at least the lower income and middle income flatlands neighborhoods, and they need favorable up-zoning and the destruction of community control to make it happen.

The BART projects are a bellwether to these interests. If this community can be steamrolled on the BART projects, anything is possible. Berkeley can do better than this, and we desperately need the Mayor and City Council to step up and defend our community.

Gary Dahl

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: Comment on CAG#6
Date:	Monday, May 10, 2021 10:32:57 AM

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

Rachel Factor, Principal Planner
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(C) 510.418.1347
rfactor@bart.gov

From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Monday, May 10, 2021 10:30 AM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: Comment on CAG#6

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: David Brandon <davidbrandon@comcast.net>
Sent: Friday, May 7, 2021 4:38 PM
To: bartplanning <bartplanning@cityofberkeley.info>; rebecca.saltzman@bart.gov; All Council <council@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: Comment on CAG#6

Dear Ms. Shen and City and BART Officials,

With appreciation for the efforts made by you and your staffs, I offer a few comments, relevant especially to the project at North Berkeley BART.

BART rider access via North Berkeley and Ashby stations dropped 10% in the 5 years pre-pandemic and present modeling is faulty. (See Page 20 of pdf

presentation.) The transition to car-free transportation is going to take a number of decades. *I suggest the TOD project be phased to update the evaluation of transit and housing needs, after 5 years.* I recognize the practical and legal challenges of a phased plan, but a more finely tuned plan would have profound advantages.

Parking demand and alternatives. BART's consultant characterized demand for parking at North Berkeley BART as "sluggish," noting a "fill time" of 9:30 a.m. for pre-pandemic commute days. While parking is not as outrageously hectic as at some stations, the correct description is that current parking availability is *adequate only for early morning commuters, but unavailable for most others until mid-afternoon*, except on non-commute days. All projects being considered will severely curtail parking on Day 1 of construction and create permanent and harrowing pressure for commuters and for the neighborhood around North Berkeley BART. *Alternative transportation such as shuttle service, must be in place when the parking is eliminated--i.e., at the ground-breaking, not the completion of TOD.*

Equitable access for seniors, families. Seniors and families with young children (as well as the disabled) require ready access to public transportation. Bus stops must be near the station entrance and crosswalks (for example on Sacramento and Delaware Streets) must be at grade level. Long ramps and stairs would make the station less available.

Preserve the functionality of the neighborhood around North Berkeley BART. Page 23 of the PDF presentation shows that *the neighborhood is quite representative of the overall Berkeley community* and its present functionality should be respected, rather than demeaned and destroyed. *The overall project must respect the context of this low-rise neighborhood*, as has been understood by the citizens of Berkeley from the get-go of this TOD project.

Sincerely,
David Brandon
Berkeley resident

From:	Rachel Factor
To:	Kamala Parks
Subject:	FW: BART Planning--Ashby and North Berkeley
Date:	Monday, May 10, 2021 10:33:23 AM
Attachments:	CBA_PLydon_pages.pdf

Due to the shelter-in-place, I'm currently working from home and will be on childcare duty Tuesdays and Thursdays from 2-5PM. *If you need to reach me by phone, please call my cell shown below.*

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From: bartplanning <bartplanning@cityofberkeley.info>
Sent: Monday, May 10, 2021 10:31 AM
To: Rachel Factor <RFactor@bart.gov>
Subject: FW: BART Planning--Ashby and North Berkeley

Justin Horner, Associate Planner
Land Use Planning Division
City of Berkeley Department of Planning and Development
1947 Center Street, 2nd Floor
Berkeley, CA 94704

From: Peter Lydon <ptrlydon@gmail.com>
Sent: Friday, May 7, 2021 3:37 PM
To: bartplanning <bartplanning@cityofberkeley.info>
Subject: BART Planning--Ashby and North Berkeley

Comments for the JVP--Station Access

A few weeks ago a North Berkeley senior citizen referred by our city councilor, telephoned. She said that, as a BART commuter who parked at the North Berkeley station, she was concerned that the development of the land around the station would cut off the possibility of parking there to take the BART train. She was afraid she would be forced to drive all the way to San Francisco, which would be a very

negative outcome for her, and also for the region as a whole and for the BART system which would lose a passenger. I hope that this resident and the significant number of other Berkeleyans in the same situation will not suffer too much of a loss as station access is planned.

Blaine Merker's counsel to avoid direct zero-sum antagonistic configurations of our issues is good advice. The city and BART should develop an Elinor Ostrom-style process seeking cooperative solutions. We're not doing badly now!

I suggest that in the North Berkeley case, faced with a shortage of space in this high-value TOD situation, we should keep open the possibility of creating some new land through underground parking. Its amount could well be a good deal less than the present 700+ spaces and a high price could be charged to use it and to amortize it.

Attached is an electronic copy of a booklet on TOD done several years ago. It envisions an area much larger than the parking lots at Ashby and North Berkeley. However, the North Berkeley site could well be developed now in such a way that it can serve as the nucleus, or central downtown core, of a much more extensive Walking TOD in the future.

With best regards, Peter Lydon

Centers for the Bay Area: Walkable Communities on Transit

BY PETER LYDON

Centers for the Bay Area: Walkable Communities on Transit

BY PETER LYDON

ARCHITECTURAL VISUALIZATIONS BY SEAN BAILEY

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BERKELEY & NEW YORK

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Book design: Kate Lydon

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INTRODUCTION

Our region needs walkable communities on its extensive existing transit.

As a growing population continues to move into cities worldwide, the metropolitan urban region is becoming the dominant geographic form of human settlement and civilization.

The San Francisco Bay Area is one of the finest such regions, with a mild and subtle climate, a brilliant and distinctive geography of hills circling the broad Bay, a thriving economy based on education and technology, and a rich and creative cultural life.

Only continuous effort, cooperation, and innovation keep such laurels alive. Our Bay Area, with more than seven million people and a hundred cities, can better serve its diverse and vibrant population by bringing the high cost of housing down and by making movement around the region less expensive and time consuming. Expensive housing and traffic are regional liabilities so familiar as to be almost invisible, but they undermine our economy and quality of life.

Past and present practices push new residents into remote housing which requires long commutes to Bay Area jobs. Such isolation and long-distance driving damage our environment, guzzle fossil energy, and crowd highways. Sprawl is an intrinsically expensive way of life which stresses family budgets and lives.

Neither costly housing, nor encumbered roads are inevitable. Better public understanding of the issues, and purposeful public management and private investment can give our children and grandchildren a less congested, less wasteful, and less costly region to live in, and offer greener and more sustainable lives.

The Bay Area will continue to grow. But growth can be more benign than feared if the region, while preserving existing suburban neighborhoods, evolves toward building "Centers." A Center is a walkable transit oriented community—a sizable settlement that brings together housing, work, services, amenities and open space around an existing rail station. In a landscaped, traffic-free setting, a Center will provide easy walkable access, not only to a regional transit station, but to workplaces and to facilities within the Center for a full economic, civic and recreational local life.

Making full use of existing transit lines, and creating humane, appealing density around these stations can moderate housing costs and give residents better settings for everyday living. Instead of expanding on its outer edges, the Bay Area should make the land within walking distance of existing rail transit stops into a new frontier for thoughtful, purposeful, human-centered development.

We can strengthen our environment, our economy, our quality of life, and equity among us by planning and investing in these Centers.

Jose Montoya, 30, known as Joe, is a cop, a good cop, a few years out of the police academy after two years in the military and an AA degree. He'll eventually be a police lieutenant, maybe in Oakland where he works now, or in another department. His wife, Mary, 28, is a cardiology nurse at Summit Hospital in Oakland; they are expecting their first child in six months.

The Montoyas are hard-working people. Joe's father is a carpenter, now a construction foreman, and Mary's is a truck driver, now with three trucks of his own. Both Joe and Mary have more education than their parents and were brought up to expect gradual but steady economic and social improvement. Increased prosperity is a matter of quiet satisfaction to them, and one of their unspoken hopes for their children. The Montoyas are productive people at work, and will contribute to society in the sound and loving upbringing they will give their kids. They are not, and do not expect to be, rich.

In two years, the Montoyas will want to buy a house. Mary thinks often about their future home. She assumes they will buy a new or recently-built place in one of the developments east and north of Oakland, although they might also move toward San Jose and the South Bay. They will probably start with a townhouse, but she would like it to be less cramped than their current apartment, especially since their baby will be a toddler by then, and there will likely be a second, and maybe a third child. When the kids are a little bigger, she expects that they'll move up to a three bedroom house.

Mary assumes Joe and she will both commute to their jobs, but she doesn't think about it a lot. She doesn't calculate the time out of the week that both of them will be driving back and forth to work, nor does she see any alternative to the commuting that comes with buying a house. Houses are expensive in the Bay Area, but their prices go down as distance from the older cities near the water increases. The Montoyas want space not only in the house, but in their yard. Mary wants good schools—wherever they settle—but she'll think more about that later. She sees the family in a green neighborhood, not a grey, urban one.

Most of the living possibilities in the close-to-the-bay cities like Oakland, El Cerrito, Fremont and Redwood City, are expensive and beyond the Montoyas reach. They are likely to be a "stretch" even when Mary is a specialized nursing professional and Joe is a mid-career public safety official. Moreover, the recession that started in 2008 tells economists that the automatic sixty year up-escalator of housing values may well have stopped, and small exurban houses may be facing a long term loss in value. This will be a diffuse concern for the Montoyas' when they stop renting and enter the market for a place of their own, but they don't know how to shed the assumption that their prospective rising series of houses will also be a fool-proof investment program.

FIG. 1
Bay Area sprawl development in Brentwood, about forty miles east of San Francisco. Image: Google Earth.

Will they learn to understand the drawbacks in the couple of years before they start house-hunting, or will they learn the problems and the costs of sprawl only a few years later, by "living them" in a daily commuting grind? Immersed in the middle class suburban culture, will they understand and resist the burdens they'll be carrying, or accept them as inevitable? Before they reach that point, can the region offer them a better mix of accessibility and affordability?

If we shift our perspective to the longer, broader view of a regional planner, we see that the hinterland option is worse than Joe and Mary are aware. Experts know that the "exurban sprawl" living that the Montoyas are headed for, is unsustainable. Even though the initial costs of buying a detached wood-frame tract house far from the regional core are relatively low, the continuing costs of taxes, insurance, utilities, energy for heating and air conditioning, and vehicle expenses for the long commutes, will never let up. The financial drain from these bills will increase Joe and Mary's economic vulnerability and daily anxiety if their expectable economic path doesn't go smoothly—if a child has special needs, or if either of them has an extended bout of unemployment, for example.

Financial underpinnings aside, if Joe and Mary each have a commute of an hour or more each way from the outer suburbs, superimposed on shifting work schedules, how much will they see each other, and how much "quality time" will they have with their children?

On top of the daily family burden, there is a long term ramification to this pattern of living. The long drives to work and back, and the arrangement of exurban houses mean that a huge amount of energy is consumed by people living out on the edge of the metropolitan region. While greenhouse damage to the atmosphere from exurban living will likely decrease as cars go electric, and as electric power is increasingly generated from non-carbon sources, even then the cost of energy will be high. And energy consumption in the far suburbs will remain higher than in the denser parts of the region.

What if Joe and Mary could find a home within safe, easy walking distance both of a regional transit stop and their daily/weekly stores, schools and church? It would have green fields within easy walking access, both for them and for their kids. They would be in a condominium, a fairly small one at first, but then, a few years later, a solidly-constructed, spacious one of about 2,000 square feet in the same building, preserving the circle of neighbors and friends they made when they first moved in. Because transit is nearby, they would have one car, instead of two or three, and would be able to go to a cabin in the Sierras for a few weeks in the summer, which they'll prize especially for the children. Their middle boy, Jack, might be a particularly good student, and would be able to go by BART to a specialized East Bay academic school like San Francisco's Lowell High. The Montoyas' transportation savings should give them their home free and clear by the time Joe and Mary retire from their jobs. Commutes aside, everyone in the family, in all their life-stages, won't have to drive to the city for urban attractions such as music, parades, big league sports, special study courses and dining. By BART, Caltrain or other rail, they'll already be living there, with safety and lots of green space around them. In the background, urban life is undergoing a wave of rehabilitation and popularity in the United States, and the far suburbs are falling into decline.

Living closer, in a walkable transit-oriented Center offers a better life for this Bay Area family than driving forty miles out into converted farm land to find a house they can afford, and then commuting there and back—at huge expense to themselves as well as the environment—every day for thirty years.

The stunningly beautiful San Francisco Bay Area can be a more livable and less expensive place if we use ongoing growth to develop "transit oriented walkable communities" that fit into the region's existing natural and man-made geography. Here we call these new communities "Centers." By making this departure in how we respond to growth, and by regionalizing and intensifying our long-range planning, we can improve our economy, our society and our environment.

The most powerful argument in support of this proposal is the daily inconvenience, environmental damage, and high expense of the region's current car-dependent structure. Unsustainable growth sprawling into the future—and into the Central Valley—is what we'll get if new approaches do not get better traction among Bay Area city officials, property developers, and residents. Public opinion polling has made it clear that current housing and transportation are subjects of steady discontent. The Bay Area is ready for a better alternative, but the work of designing a proposal in some specificity and detail needs to be done. This paper offers a start.

Within reach are:

- major savings in daily commuting time and travel
- large cuts in the fossil energy use causing worldwide climate change and local environmental damage
- reductions in the high cost of living and in the anxiety and stress caused by these expenses

If American cities learn to plan and build less as individual NIMBY towns, and more as broad regional communities, our metropolitan areas can be better places to live in twenty years—and beyond—than they are today. Children born today in Paris or London inherit the care and work of earlier generations that built the richness of life in a great city. By lifting our sights, Americans can both live better now, and endow our children with multi-layered, supportive places to live.

Where we work determines where we live. Historically, the distribution of the population over the land reflected the primacy of agriculture, which by its nature took up much land and dispersed people over the lands they worked. But modern technology and economic organization, now essentially available throughout the world, have raised farm productivity astronomically. Food for the United States in 2000 was produced by the 3% of the population who are farmers, compared to 38% farmers in 1900, and 75% farmers in 1800. The great majority of people no longer have to live dispersed on the land. Of course there is a long transition in such a historical change, and many people

still live in small or middle-sized towns in agricultural districts, but many more families and individuals are free to live where they please. For two centuries, people settled in industrial patterns with strong geographical ties, but even those are weakening in a knowledge-intensive service economy in which the movement costs for data are becoming so low that information is not linked to any particular place.

Now free to locate themselves almost anywhere, many people and economic activities gravitate toward cities. Businesses need other businesses around them as suppliers and customers, and people in general, when freed from historical constraints, will move over time to places and situations that offer new forms of employment and a wider variety of social contacts. Many persons and groups, however, resist making such a huge rural-to-urban transition all at once, and have recourse, if they can, to a suburban phase of one or two generations. But, apart from a small elite, such suburbanization is transitory. As we see our suburban system in gridlock as it exhausts its road capacity and fossil energy supply, we realize that full suburban living is not economically viable on a mass basis for a large metropolitan region. A sprawling metropolitan area generates such large automotive transportation costs, in time, energy, and money, that it will suffer in long-term economic competition with better planned, more transit-served metro centers like those in Europe and in Asia. Los Angeles can be looked upon as an experiment to the contrary, but it too is becoming denser and also investing in public transportation.

This book is about a specific place, and a specific time: the nine-county San Francisco Bay Area, from 2012 -2035. Seven million people make us the fourth largest metropolitan city in the United States, after only New York, Los Angeles, and Chicago. A mixture of urban and suburban settings, the Bay Area is made up of more than a hundred cities. Following Neil Peirce's maxim that "the real city is the one that you see from the air," let us consider the Bay Area as a single metropolitan city. This regional outlook is not a big change—in daily life we pay little to no attention to the city borders we cross constantly. If someone in Tokyo asked where we lived, we'd say "San Francisco", or "the Bay Area," not Orinda, or Sunnyvale, because the Bay Area *is* the real place we live. Mayors and city councilpersons usually have defensive turf feelings about their boundaries and local prerogatives, but many residents are ready to leave the focus on individual towns behind.

Agreeing that the Bay Area as a whole is our true 'city,' let's also agree that all cities are constantly creating and re-creating themselves, through periods of growth and of decline, and through shifts in demographics and leadership from year to year and

FIG. 2
Architectural visualization of a green, comfortable setting in a Walkable Transit Oriented Development. Image: SOM (Skidmore, Owings and Merrill) Sustainability brochure, *Plan for Rehabilitation of Park Merced,* San Francisco 2011.

decade to decade. The city-creating we will do in the coming twenty years could well be inertia-driven "business as usual." Or, we can steer our ocean liner into a steady, purposeful turn of its course, looking for something better.

We need to respond to three overlapping problems:

1. The Bay Area is expected to grow by a million people or more in the next fifteen years, based on the economy's generation of jobs. *Where will the new people live?*
2. Our highway transportation systems have hit their capacity ceilings. Getting around has become too expensive in time, money and fossil energy. But mobility is an essence of a city's life, not an accidental quality or a matter of convenience. *How will people move about to see each other for work or gathering?*
3. Our housing supply is insufficient, and consequently the cost of housing is high. *How will people afford to live here?*

Each new resident increases the pressure on housing, and brings 21 additional car miles per day to crowd our roads. Can the Bay Area continue to grow without tightening the housing shortage and the road gridlock that make daily life expensive and stressful?

It can. We need to offer new residents an option to settle in denser, walkable communities. These sizable Centers, of about 10,000 residents each, would be located around stations of the existing transit system. We have large rail assets in BART and Caltrain, Muni Metro and San Jose's VTA light rail. We should use the growth of the coming two decades to create a number of walkable "Centers" on the existing transit map of the region.

Building such Centers will mean doing some things collectively and publicly that we now generally do commercially and privately. It means making large community investments to meet needs that we now generally handle on a day-by-day basis as personal or family "operating expenses." It requires studying our situation in its wider terms, and then applying our conclusions from that broader, longer-term understanding, not continuing according to "business as usual."

We should adapt to greater urbanity consciously and purposefully, making use of selectively-located sharp increases in density rather than a more diffuse spread of the added population. The needed adaptation does not mean abandoning what has been built so far—almost nothing is to be demolished—and existing residential neighborhoods and business and job sites will be actively preserved. But we *are* talking about building in a different way.

The maxim "form follows function" leads to the question, "what do cities do?" Cities bring people together to live and work in wider social circles than in traditional agricultural circumstances. In cities, men, women and children are in more contact with more varied sets of people. In contrast to rural life, being close to many different kinds of people in cities facilitates the economic gains from specialized skills and division of labor, from communication and exchange. These productivity engines, along with education, science and technology, corporations and governments, and material and informational resources, foster the development of "civilization." Cities are an agency for the expansion of human cooperation and productivity. In the last sixty years or so, they have permitted "civilization" to spread from small elites to immense numbers of people, mass proportions of the global population.

But cities also have liabilities. If they are more social, they are less familiar and natural. We prize "nature" more and more as it eludes us, and we prize familiarity and stability as change accelerates. We fear giving up older social traditions, including the family itself, which the city can atomize. Most people do not want to be thrown together in a random way, with no protecting physical distances or social structures. They have a sense of their personal individuality, privacy and security, and seek many legitimate social protections for themselves and their children. If we think of ourselves as coming from rural patterns of life, it is understandable that many people seek to slow down change, to leave traditional ways of thinking and living behind only gradually.
We cannot be surprised, especially in the United States, that as rural areas are being depopulated, the appeal of a middle ground between country and city is powerful and durable.

Nonetheless, it is unlikely that American-style suburbs can be a stable long-term solution for broad populations. Rather, cities and a more urban life, are the future for many people. But metropolitan cities can be laid out well or badly. How this is done makes a massive difference, for better or worse, in the quality of the lives of their inhabitants.

In the next twenty years, there is a better path for the Bay Area than to continue car-centric sprawl. The region needs a new kind of settlement, a carefully designed, high density mixed-use community within walking distance of a station of high-frequency regional transit.

Such a Center is a strategic investment that significantly lowers the long-term cost of living. It provides regional access by high-quality transit rather than single-person car, and offers local access on foot to common destinations. A mother will walk, not drive,

to her child's soccer field, and older children will walk to and from sports, music and other activities by themselves or with friends, instead of needing to be driven by an adult. Walking and convenient transit mean that driving, and its expense and energy consumption, will be greatly reduced, eliminated, or brought to car sharing levels. A transit rail trip makes a whole set of destinations in downtowns and other Centers accessible without driving. If Joe and Mary Montoya live in a Center, the entire Centered Bay Area will be open to them as a job market. For a company located in a Center, the entire Bay Area becomes an employment pool.

Many townhouses will be provided, but the major change for most middle-class Californians moving into a Center will be living in an apartment, condominium or co-op, rather than a single family house. This will require the design of new multi-unit buildings, some fairly tall, with spacious and attractive dwellings and common facilities, buildable and sellable at a reasonable cost per square foot. Moving to a Center requires an adjustment in culture and in middle class images of living, which now focus on the suburban single-family house. The designs of new multi-unit buildings are critical; they must be Californian and creative.

In the Bay Area we already have a network of regional rail transit. But our region has barely built the housing, business, and social activities on the rail network that it could support, and that would reciprocally support the rail service. Until complementary transit-oriented housing and related uses have been constructed around stations, the Bay Area's long-standing investment in rail is only half-complete. We need experiments in such housing. Thereafter, it would be up to a built Center to prove its social and economic merits in real life.

A Center must be a place to live for the middle class, or for a full range of our population, not an economically-segmented niche group, either high or low. It is not an instrument to concentrate and solve the shortage of low-income housing. If low-income housing becomes the public face of a Center, the wide swath of people in the middle of the economic spectrum will not want to live there, and the Center's social and environmental benefits will not be realized. Centers should have the normal percentage of inclusionary housing, but the positive social effect from Centers comes not from the provision of concentrated low-income housing as such, but simply through the construction of more good quality housing, thus reducing the scarcity premium that is now built into the region's very high prices. Affordability and social equity goals are also served through the major household cost reductions achievable by owning fewer or no cars when living in a Center.

FIG. 3
Twenty Story Slender Apartment Tower in Vancouver, B.C. 2001. Image: by author

High numbers—building for 10,000 residents with 6,000 workplaces in one location—might seem intimidating. But a Center is designed to the dimensions of a personalized, face-to-face community. Substantial size also generates major advantages, including:

- Existing residents in an area to be developed as a Center can move into the Center. Often such pre-existing residents will not be numerous, since candidate rail transit stations are usually located in the lightly populated business districts of small cities—the Peninsula "downtowns" grouped around Caltrain stations are good examples—rather than in residential areas. Building a Center will often gentrify a locality, but if there is a major increase in the amount of housing offered there by the Center itself, gentrification can mean absorption, not dislodging of an existing population. Assuring them housing within a Center without a cost increase also removes a major reason for local residents to oppose the construction of a Center.

- Center apartments will be particularly adapted to seniors, and can easily provide many needed services, such as supportive health care. Often older people gain access to such services only by living in a segregated, geriatric environment. But because a Center will be both compact and large, seniors can benefit from social and physical supports while intermingling as part of a Center's general population.

Center condominiums will aim to be the permanent "homes" of individuals and families, encouraging residents to build a solid, even multi-generational attachment to their urban neighborhood.

In the long term, living in a Center should be inexpensive. Building a house in Minnesota means accepting a winter heating bill in perpetuity. Sprawl teaches us daily that if you build houses and other activities far from each other, you create transportation costs in perpetuity that will be paid daily in time as well as money and energy. Families usually think in terms of separate budgets for housing and transportation, but realistically, housing and transportation are financially linked, since where people live greatly affects their transportation costs. As Chicago's Center for Neighborhood Technology has worked out in detail, we can reduce overall living costs by paying somewhat more for transit-served housing, and spending a great deal less for automobile "mobility."

Although Centers must be made possible by public policy, a Center's buildings and houses will be generated by normally-calculated private investments on the part of their developers and the residents who rent or purchase living units. Centers will be economically self-supporting, and their compactness will allow for savings in urban infrastructure (such as water lines and sewers).

Centers needs two forms of support:

1. The people of the Bay Area and their elected and staff officials must understand the growth problem and how walkable Centers on transit lines can help. The region must not, through lack of clarity, waste potential Center sites with dispersed development at transit nodes, putting up buildings that don't make the most of their location, but which will be immovable for two generations. Such weak but contaminating use of land around transit stations is often what happens now. Conceptually sharp-edged presentation of the issues, including the critical difference between ordinary dilute transit oriented development (TOD) and Walkable TOD, are needed to build public understanding.

2. Initial Centers will need political support against the problems of local consent and zoning that arise site-by-site. Grassroots resistance to change, particularly to increases in housing density, is a familiar issue with many well known causes. It is dealt with primarily by incentives to local cities from the state and regional level.

A Center is a conceptual leap. It's not just a mild form of smart growth, but "high voltage" smart growth, which requires thinking well beyond business-as-usual. But bottom-up land use decisions, especially when locally based, are not smart. They are gradualist and incremental. They can lag painfully and expensively behind needs. Unguided by vision and by regional policy, the Bay Area's customary local market-based approach to land use decisions will not lead to large and substantial transit-oriented Centers. However, if responsible local elected officials think about quality of life for the Montoyas, about good architecture and landscaping, and think further into the future than is commonly done, they will see that there are large long term gains to be captured for their constituents.

Centers are a new way of locating and shaping the construction that a rising demand for living space will bring about at the market's own pace in coming decades. This proposal is not a call for the Bay Area to build thousands of square feet of new housing. It is rather a call to put the housing and other facilities that the market will generate on its own, into the form of multi-story buildings within walking distance of transit stations. The Center configuration would simply be applied when the market makes housing or other facilities attractive investments.

However, the Bay Area market is now seriously undersupplying new housing. Beyond regional public policies to steer *how* dwellings are built, there is need for public policies which will prompt the market to build *more* housing. This paper calls both for a new, centered way to build, and for more housing, built in this new, Walkable Transit Oriented form.

Scarce and overpriced housing is more damaging to the tone and quality of our society than is commonly recognized. Two city-wide blackouts in New York made this point vividly. The power loss in 1977 unleashed widespread looting and violence, which was frightening, and also dramatized what a powder keg the city had become. Every day over many years social tension and fear burdened city residents, in gnawing social grievances, antipathies and mutual fear on either side of the social divide. Yet an even more severe blackout twenty-six years later in July 2003, saw no violence. Instead,

FIG. 4
Eye-level view of plaza in Vallingby, outside Stockholm, a Walkable TOD from the 1950s, designed by Sven Markelius. Image: Wikipedia

people across the five boroughs commiserated and socialized as they fanned themselves on street corners and porches. Between the two electric outages, New York had spent $5 billion on 200,000 housing units, the city's crime rate had declined markedly, the transit system had greatly improved, and the public mood had lifted. Two single nights without electricity, separated by two and a half decades, highlighted improved social conditions which are also felt equally benignly in the normal everyday life of the city.

Ideas that seem radical and "unrealistic" to Californians —the sort of long-range proposals that a suburban mayor could not imagine presenting to the people of his city —strike Europeans or Singaporeans as ordinary and unexceptionable, even banal, because those societies are less in the grip of the car. There is a fundamental incompatibility between sustainable and efficient cities and effectively universal reliance on personal cars. This remains true even though car ownership and use are leading features of present-day American culture. Cars have been accommodated in cities only at great expense, such as requiring that two parking spaces be built for every new dwelling unit. The road space and parking demands of cars, their noise and air pollution, the danger to drivers, passengers, and pedestrians from their speed and weight, make cars gluttonous, insatiable competitors against the other land uses which are of the essence of good urban life—housing, commerce, cultural events, parks and urban open spaces, and schooling. The challenge to urban livability from the invasion of the mass automobile has taken away, one by one, many aspects of the quality and amenity of urban life, such as clean air, or safe, quiet walking streets.

The mass use of cars in cities, each vehicle protective armor for its driver, is a manifestation of people's chariness to commit themselves fully to urban community life, with its demands both for trust in other people who are physically close, and for the self-

restraint that each of us must practice to justify that trust. It is easy to understand the reasons for such reluctance to be urban, but nonetheless, a population's ability and willingness to participate in the life of a city is a form of human and social maturation. If this kind of learning and social development can be advanced in modern America, it can enormously reduce the wastefulness of our society. It can permit us to move very large resources to now under-served purposes, such as education, health care, the conversion to clean energy, improved sustainability, and better social equity.

What is a Center?

A Center is a walkable community on transit. It holds housing, work, services, amenities, open space—and most importantly, connection to the region via transit. It is a welcoming, human-centered neighborhood, designed to support a new way of living that is less dependent on cars.

'Walking distance' from a centrally located rail transit station can be defined as just under half a mile (2,000 feet). This radius generates a circle of about 300 acres. 10,000 people living here will be at an overall density of about 16 dwelling units per acre. To function as a genuine or "complete" community, a Center needs workplaces for a matching number of jobs and should have stores, civic, and service facilities, notably supermarkets and schools, offices and halls. Open space will be landscaped and pedestrian-friendly, with greenery, sports fields and parks. Movement between Centers, including commuting to regional downtowns such as San Francisco, Oakland or San Jose, will be by high-frequency, high-quality transit, usually rail. The transit station can be either underground, as visualized in the prototype here, or at grade (typical for Caltrain) or elevated (as many BART stations are). Car use and ownership will be reduced for Center residents, in some cases reduced to car sharing levels. Car movement and parking is underground (although this may not be achievable entirely at initial construction) thus making the regular surface level of the community car-free: quiet, green and safe, especially for children.

A Center in the Bay Area will necessarily be built on an existing site, offering much less design freedom than an abstract "clean slate." Nonetheless, working out basic features as if in a "greenfield" prototype may prove useful.

Configuration of a Center

This Center is laid out on a Copenhagen, or Curitiba, "fingers of the hand" pattern. This highly-legible configuration creates a social, civilized and intensely-used set of pedestrian streets, or "paseos," linking residential buildings to the central plaza and transit station. The Center's open space, in pie-slice shapes, is integrated and accessible to all the housing units outside the downtown. Open land will be used in many ways, from schoolyards to community gardens, swimming pools, tennis and basketball courts, tots' playgrounds, and in the broader outer parts, soccer and softball fields, small forests or grassy open parks.

A Prototype Center: Key features

FIG. 5A
Birds-eye visualization of a Center, organized around an underground BART station. The station is surrounded by multi-unit residential buildings of different heights, as well as interspersed town-houses and large amounts of green open space. The overall plan is a radial "fingers of a hand" pattern created by walkways/bikeways that lead to a mixed-use Center 'downtown.' Tennis courts and playing fields, along with community gardens, and many other facilities, fill in the swaths of open space between the 'fingers.' Architectural visualization by Sean Bailey.

RADIAL WALKWAYS FOR PEDESTRIANS AND BICYCLISTS

LARGE SWATHS OF PUBLIC GREEN SPACE, BOTH PROGRAMMED AND UNPROGRAMMED (e.g. PLAYING FIELDS, COMMU-NITY GARDENS, LAKES, MEADOWS, TREES


TRANSIT STATION (UNDERGROUND) CONNECTS THIS CENTER TO OTHERS
PUBLIC PLAZA
DOWNTOWN
HIGH-RISE RESIDENTIAL BUILDING
COMMERCIAL BUILDING
MID-RISE RESIDENTIAL BUILDING
LOW-RISE RESIDENTIAL BUILDING
TOWNHOUSE

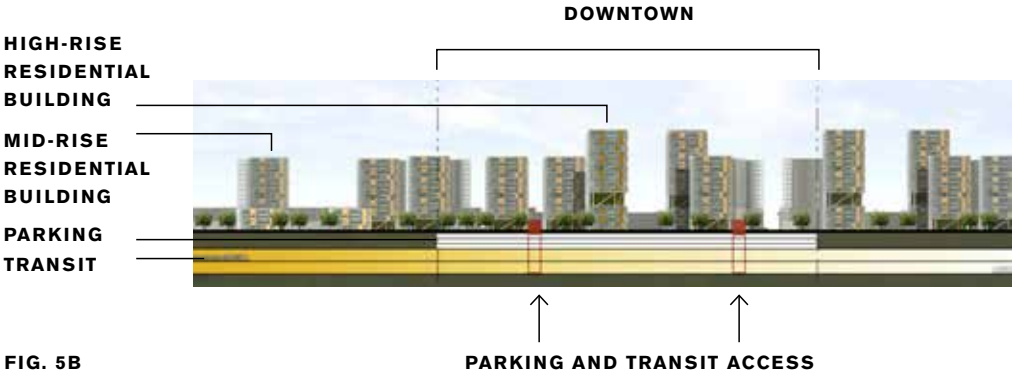


FIG. 5B
Sectional view of a Center, showing parking and transit underground and the variable heights of residential and commercial buildings. Architectural visualization by Sean Bailey.

TABLE 1
A Prototype Center: Built Space Summary

DEFINITIONS

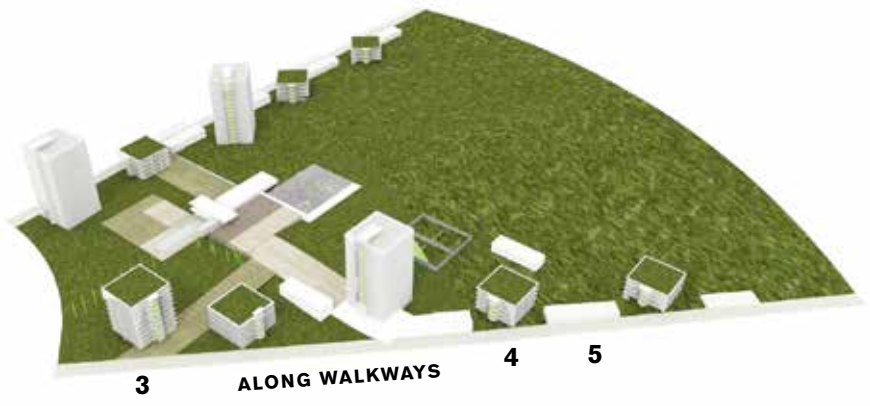
Residential buildings: Commercial and other non-residential functions on their lower floors. Condominiums above.

Non-residential buildings: Commercial and institutional space (e.g., post office, church, school).

SUMMARY STATISTICS

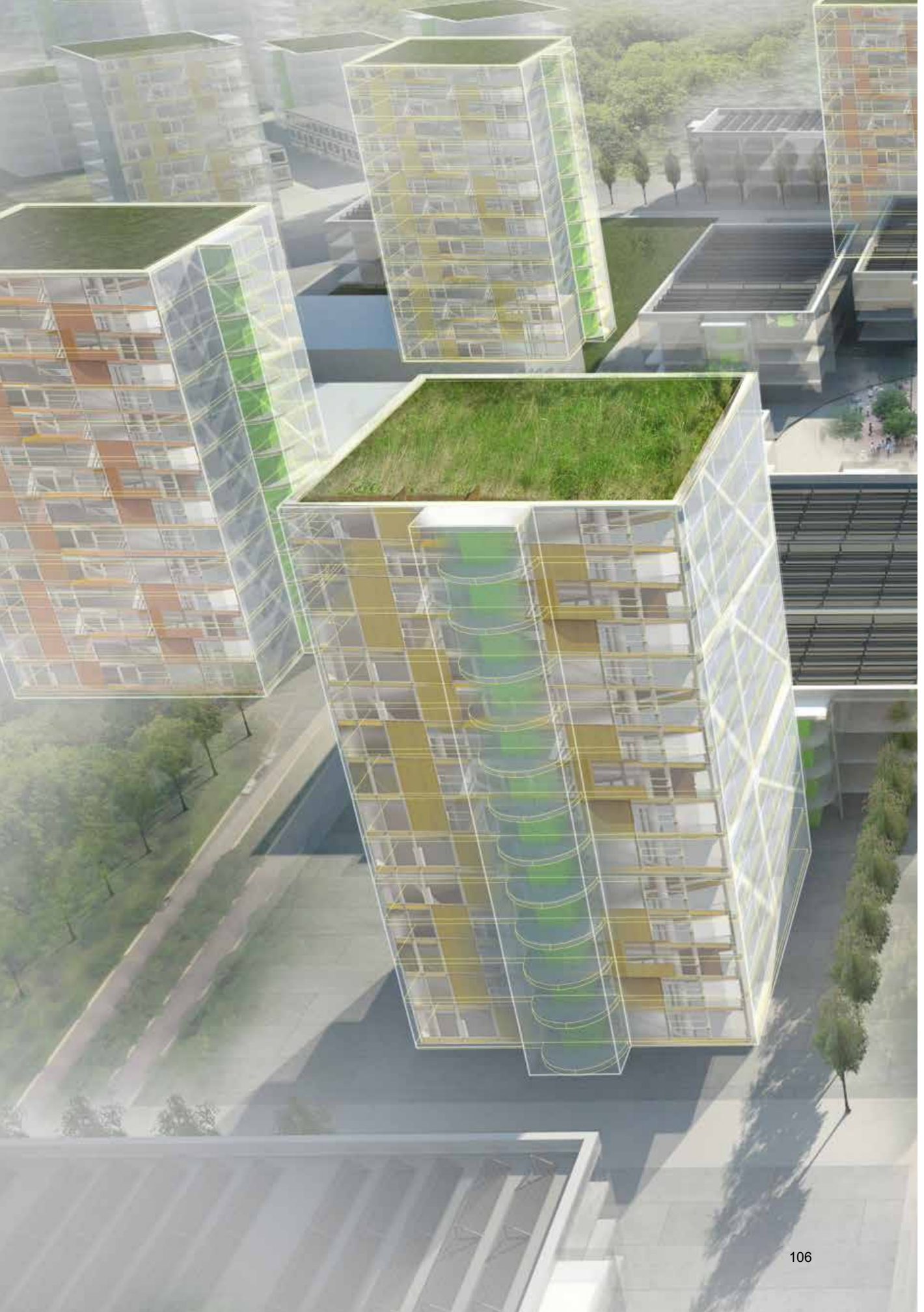
Population	10,000 residents
Total residential space required	5,500,000
Non-residential space required	2,000,000
Residential area per person:	550 sq ft
Non-Residential area per person:	200 sq ft
Residential tower dimensions:	80’ x 80’
Residential tower floor plate area:	6400 sq ft
Average number of residents per floor:	12
Number of apartments per floor:	4-6

	1
Building type	**Commercial/ Institutional downtown**
Configuration (by stories)	Variable
Height (average)	5 stories
Footprint dimensions	160’ x 80’ (avg)
Residents per bldg	0
Number of primarily residential bldgs	0
Total residents	0
Residential sq ft per bldg 0	0
Residential sq ft total (@ 550 sq ft/pers)	0
Non-residential sq ft per bldg	64,000
Number of non-residential bldgs	24
Total non-residential sq ft	1,536,000



2	3	4	5	
Residential high-rise downtown	**Residential mid-rise on walkway**	**Residential low-rise on walkway**	**Residential townhouse on walkway**	**Total**
up to 3 non-res, 11 residential	up to 2 non-res, 9 residential	No mixed use 6 residential	2 res @ 1K sq ft	
14 stories	11 stories	6 stories	2 stories	
80’ x 80’	80’ x 80’	80’ x 80’	32’ x 32’	
128	104	70	4	
8	44	52	222	
1,021	4,594	3,619	888	10,122
70,400	57,600	38,400	2,000	
563,200	2,534,400	1,996,800	444,000	5,538,400
64,000	19,200	12,800	0	
153,600	563,200	0		2,252,800

overleaf **FIG. 6**
A rendering of what downtown might look like in a prototype Center. Architectural visualization by Sean Bailey.



Along each pedestrian street, larger buildings are offset from each other, with a minimum distance between buildings of 150 feet to preserve window-to-window "high-rise privacy." Privacy is also enhanced by siting buildings obliquely, as feasible.

The transit station is in the middle of the Center, surrounded by a grid of anchor stores and other community institutions, and by the eight 14-story residential high-rise buildings. The surface of the underground transit station and the underground parking is a large public plaza (approximately 400 feet in diameter).

Among the multi-unit residences there will be a concentration (1.2 million sq ft) of non-residential functions in the Center's "downtown." Many of the residential multi-unit buildings, particularly those closer to the central transit station would have one or two stories of mixed use shops and offices on the ground and lower floors.

Parking is provided, for both the cars of residents and those of transit-using commuters and others from outside the Center, in peripheral and two central underground garages, holding about 5,500 cars in total. Auto roadways to serve the parking garages are narrow, and are underground or at below-grade levels. The Center and its garages work extremely well for the transition to electric and plug-in hybrid vehicles.

Within the 288 acres generated by a 2000 foot walking-distance radius, the Center's outer edge will be about eight or nine minutes on foot (three or four minutes by bicycle), from the transit station, which could be underground, elevated, or at grade. The landscaped and car-free radial paths, or paseos, converging on the station, provide for movement on foot and bike within the Center, and there is abundant green and open space well-distributed for community members' easy use. This proposal could be called a moderate high-rise solution. When mixed with townhouses, slender buildings of 6, 9, or 11 residential stories will provide an average of 550 square feet of living space per resident.

Why multi-unit residential buildings?

Density is intrinsic to a Center, and it is critical to arrange and manage this density well. Very substantial green open space can be preserved in a Center for the humane value of having plants, openness and natural light around us in daily life, and also for a wide variety of specific uses, such as playing fields, community gardens, picnic grounds and more.

FIG. 7
Open space in a Center might look like this view, looking outward from the downtown toward the broader green extent of a 'pie slice'. Image: SOM (Skidmore, Owings and Merrill) Sustainability brochure, *Plan for Rehabilitation of Park Merced,* San Francisco 2011.

Since we eliminate car circulation and parking from the surface level, the Center's people and facilities could be managed at a one-story level of development, but that would leave minimal, if any, open space. By building much of the Center to the six-story level—providing four or five residential stories (familiar from European cities)—we could achieve the necessary density while prioritizing more open space. Placing some higher-rise buildings in the 'downtown' section, however, allows a substantial further increment of green open space for the community.

Multiple stories arise without controversy or stress where land is extremely valuable. Activity-filled high-rise structures, in turn, increase the intensity of use of the land surface, and its value per acre or square foot. In a Center, the land immediately around the transit stop renders intense service, giving it a very high value over a span of decades. We are responding to that future high value both by building upwards into multiple story buildings, and also by spending to put a land-thirsty utility function, like parking, underground.

Today in central San Jose, where new residential low and high-rise multiple unit buildings are going up, the high-rises are the more prestigious and attractive to young renters and buyers.

They pay a premium for that style of building, and within a high-rise building, pay a premium for the upper floors.

However, many middle-class and suburban-oriented Americans, perhaps Californians particularly, strongly resist high-rise housing. Like all multiple-unit dwellings, high-rise buildings are initially associated with lower-income residents, and some people look upon high-rise apartment living as unnatural, ugly, and anti-human. People are aware of a high-rise world of urban ultra-cosmopolitanism, symbolized by Manhattan, and also observable in San Francisco, but not surprisingly, such housing is seen as unrelated to the ordinary people whom a Center will house. The Center design offered here is a version of the Le Corbusier notion of "towers in a park," not currently in favor. However, the radial pedestrian paseos flanked by residences and leading to a central plaza, and the expansive active green spaces, respond to objections raised against towers in a park.

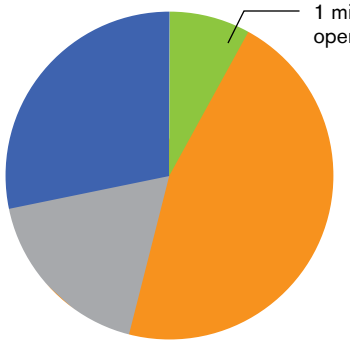
With attentive planning and management of density, and by confining motor vehicles to underground levels, about half or more of the Center's land can be kept open and green. If the buildings are taller, there can be fewer of them, and more open space. If they are shorter, for example townhouse heights of two or three stories, as recommended by J.F. Crawford in *Carfree Cities*, or Paris/Haussmann heights of five to seven stories, open space will be lost, but many felicitous and humane arrangements remain.

The Buildings: Appealing homes for reasonable costs

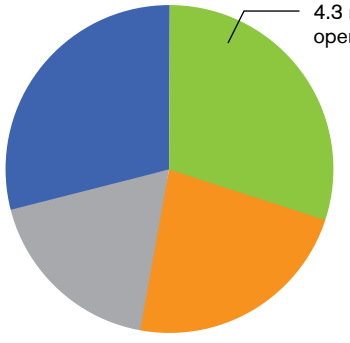
Is it possible to build a high-rise building (six to fourteen stories) which will attract modern, middle-class Americans in substantial numbers? Residential structures must be designed very differently to change a pre-existing negative public image of apartment buildings, in which units are seen as:

- small and confined, when compared to a house
- daylit from only one side
- reached by long, narrow and depressing corridors
- inhabited by people who are not neighbors, but live in urban anonymity
- filled with strangers, with invasive manners, music and noise
- temporary, or for use only until one can 'get out' and move to a house

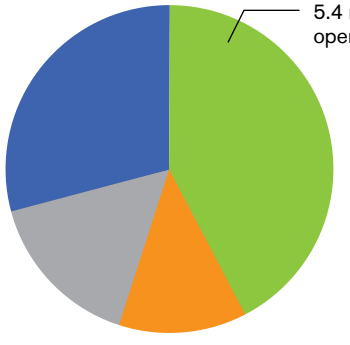
The challenge is to overcome these liabilities while reducing the cost of high-rise square footage, so that apartments can achieve the spaciousness of houses. The prototype building for a Center is a slender tower that will give most apartments corner locations that bring in daylight on two sides. The four to eight units on each floor are reached



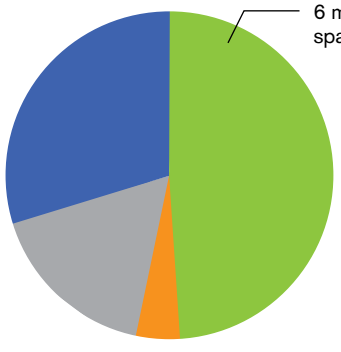
ONE LEVEL HOUSING. FAR = 1



TWO LEVEL HOUSING. FAR = 2



FOUR LEVEL HOUSING. FAR = 4



TEN LEVEL HOUSING. FAR = 10

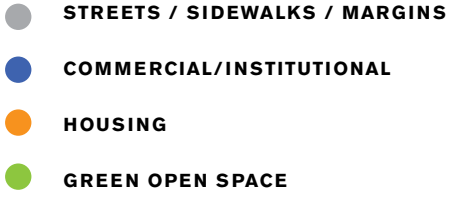


TABLE 2

Increasing floor-to-area (FAR) ratios yields open space.

These pie charts show that transformative swaths of open space (green) can be gained by moving from single-level to multiple-level and higher-rise housing (orange).

Shown: floor-area ratios for a 10,000-person prototype Center on 12.5M square feet (288 acres) of land. Streets and commercial uses (3.5 and 2.5 million square feet each respectively) are held constant to show that increasing housing density offers dramatically more open space.

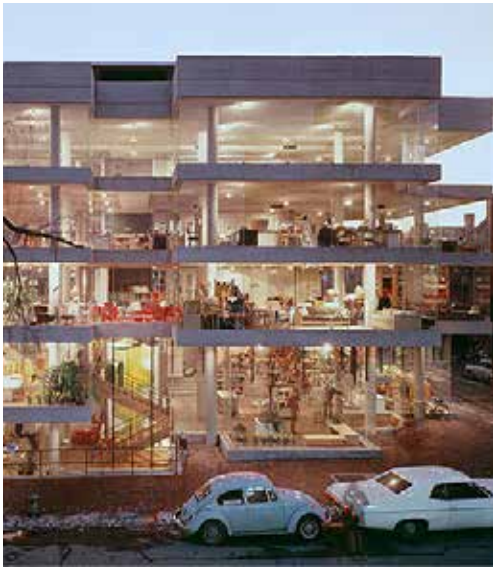


FIG. 8
The glass-walled Design Research store, designed by Ben Thompson, Cambridge, Massachusetts, 1970. Image: Esto Photographic

FIG. 9
Apartments by Richard Meier at 173 and 176 Perry Street, Manhattan, NY. Image: J. Henderson, Wikimedia Commons

primarily from a small elevator foyer, rather than a corridor. Such buildings are perhaps best known from their success in glass-clad form in Vancouver. The well-scaled apartments will be understood to be the stable, permanent urban homes of family households, to be passed down from generation to generation as a house would be, rather than as transitory lodgings in a culture of high turnover.

Five hundred fifty square feet of living space per resident is a provisional goal. If advances in construction technology can reduce the cost per square foot of high-rise building, it would be good to increase it. According to Census figures, the median space per person in a new house in California in 2010 was about 800 square feet. An apartment is not directly comparable to a house, and is not expected to offer as much space per person, but we are designing condominiums to attract people who would otherwise live in houses, and it is important to dispel the image of apartments as small and confining. While keeping costs down, we want to design units that are generous, in square footage, in ceiling heights, and in abundant fenestration. It is reasonable to aim for sizes approaching those of houses, especially since the use of the apartments will extend many years into the future, and American spatial standards and expectations will likely continue to rise.

Above the first two stories, the plan of each of the multi-unit buildings is 80’ by 80’, producing a floor plate of 6,400 square feet. Each building is slender, and most apartments will be on a building corner, with daylight on two sides. Each floor will usually have four to six apartments of various sizes. In Figures 11A and 11B four and

FIG. 10
Tour Bois-Le Pretre, Paris, 2010, designed by architecture firm Lacaton, Vassal, and Druot. Image: *Small Scale, Big Change,* Andres Lepik, Museum of Modern Art, New York

six units are shown, ranging from 520 to 1410 square feet, but internal columns are permitted and the walls both between and within apartments are not load-bearing, so many floor configurations are possible. There could be a 2,500 or 3,000 sq ft apartment, and there could also be small ones, for a student, perhaps. In principle, each floor will have about eleven or twelve residents.

U.S. standards require two staircases, for fire evacuation. To satisfy this requirement, a pathway on each floor is created from the center of the building to an edge, where it meets a large, circular staircase in a glass column on the front face of the building. For

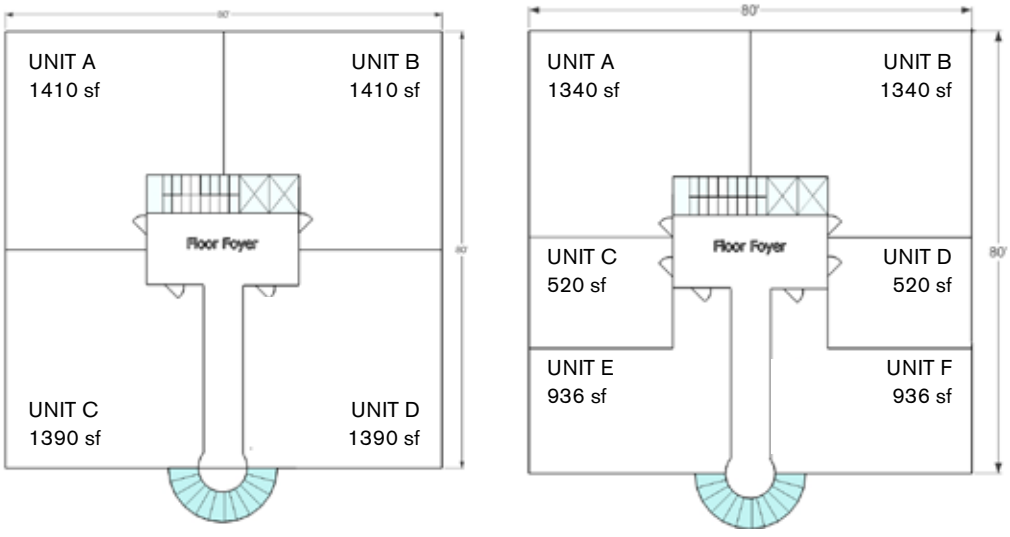


FIG. 11A, 11B
Two sample plans of residential buildings. Floor plates are 6400 sf, and feature four and six apartments of different sizes. Each apartment is accessed from a small foyer rather than a double-loaded corridor.

In 11A, all four apartments are generously sized (easily large enough for a four-person family) corner units, daylit on two sides. In 11B, units are smaller but more varied; they range from small studios to larger spaces.

Other configurations are also possible.

the shorter buildings, and the lower floors of the taller ones, this glassed-in stair can be used as a healthier everyday alternative to taking the elevator. Although the pathway on each floor leads from the central elevator mini-foyer to the main staircase, the path will not become the traditional double-loaded corridor. It could, for example, be lined with cabinets to hold residents' bicycles and outdoor equipment. The small staircase in the elevator core will be considered to be the emergency exit.

The spacing and oblique positioning of buildings are important because these residential buildings could be clad in glass—an approach developed very successfully by Benjamin Thompson's pathbreaking Design Research building in Cambridge, Massachusetts, and used in recent years at the luxury level by architects like Richard Meier in Manhattan. As a severely cost effective project, rather than a luxury one, economical glass-walled residential buildings in Paris by architects Lacaton, Vassal and Druot, show an approach which could prove useful in a Center. (Figures 8-10)

FIG. 12
Conceptual view of a prototype multi-unit building in a Center, showing how how modern design and good materials can make high rise living appealing and individualized. Architectural visualization by Sean Bailey.

Background

A Center is a strategic departure from present sprawl, a re-patterning that is more decisive and productive than tactical refinements of the car-based status quo (e.g. "intelligent highways"). Although a Center will provide a substantial number of townhouses, the major change for many suburb-oriented middle-class Californians moving into a Center will be living in an apartment they own (co-op or condo), rather than a single family house. This is a change in the American mental model of 'home,' and a shift away from the iconic detached home with a garage and a white picket fence—towards a more modern, urbanized global model of lively homes in vertical neighborhoods of apartment buildings. Some people make this transition spontaneously, but to reach out to large numbers, new designs of apartment buildings with spacious and attractive units and common facilities, are necessary. For the Bay Area, groundbreaking, well-designed multi-unit structures are critical. They must appeal creatively to Californians who will be coming from living in individual houses.

A Walkable TOD Center, with mid- or high-rise apartments will require an evolution in culture and in middle-class concepts of living, but it is not an impossible stretch. We will be following paths well-developed in the longer settled East Coast, in Canada and in Europe. Figure 3 shows an apartment building in central Vancouver, British Columbia. Most apartments have windows on two sides.

Center buildings with 50 to 160 residents each will become communities and neighborhoods within the larger 10,000 person neighborhood of the Center itself. Congenial apartment buildings in New York often become beloved social units. Planners, city officials, architects, and developers should foster community within buildings, including the encouragement of residents' boards, programming, and sponsored social activities. A Center will be middle class, safe, orderly, and comfortable, and its neighborhoods should offer high quality public schools.

Walking access within a Center makes most daily destinations far easier than they are now for most people who drive to work and errands. There will be no need for every household member of driving age to own an car. Apart from substantial financial savings and the pleasure which many people draw from sustainable living, a major goal of Centers is to give residents more time to do the things they really want to do.

Design of a Center: Context and connections

A Center challenges its planners and architects to achieve a sound and distinctive style, while fostering efficient housing and movement patterns for a diverse set of users.

Another goal is to have good public spaces and lively, enjoyable pedestrian streets. A very important aim is abundant open space for a variety of purposes—large green areas that can take many forms: community gardens, walking and strolling parks, tennis courts, baseball, and soccer fields, tree groves. Durable architectural and aesthetic excellence is an important goal.

People, including families with children, will live within a Center, some in townhouses, but many in multi-story buildings. Vancouver, as one example, successfully interlaces townhouses with high-rise condominium buildings. Many of the residential buildings will be of mixed economic character, with apartments ranging from basic to luxurious. Local services available in the Center will include churches and schools, supermarkets and drugstores, shops, entertainment, post offices, day care, cafes and restaurants, and local professional offices, as well as meeting halls and auditoriums for cultural life, including professional and amateur theater and music, from chamber music to rock. Such facilities and activities will serve both the Center's residents and those living in the surrounding suburban areas.

A Center will remain part of the city in which it is located and the city government will organize and represent both the Center, and its surrounding suburban areas. A new regional function which attracts substantial staff and client traffic, such as a hospital, a laboratory, a school, a church, an office building, or a department store, will be located within a Center, so that the greatest possible number of people can reach it by foot or by regional rail. Airport-style rolling carts could be available within a Center for pedestrians carrying luggage or packages, such as groceries. Shared bikes, as in an increasing number of cities in Europe and the U.S., also make sense.

To find mainstream adoption, a Center's design must incorporate the appeal of the suburbs for the past fifty years. Density does not need to mean clangor and the atmosphere of threat, invasion and pressure that some associate with cities. Careful forethought and purposefulness can keep these negative qualities out of the Centers. In addition to places for gathering, working, shopping, and socializing, Centers need to offer places of privacy and seclusion, of freedom from crowding, from constant busyness and various unwanted social approaches and pressures. These elements of respite and spaciousness can take the form of:

- large, well-designed apartments
- interim spaces for pause and transition: semi-public spaces, such as the lobbies and common spaces of residences, restaurants, and parks.
- a cultivated atmosphere and reality of personal security,

- attention to acoustics in the design of buildings and spaces.
- attention to landscaping and keeping public spaces clean and cared-for

In sum, a Center and its transit connection to the full metropolitan region will maximize for each person the specifically urban quality of access to a wide and varied set of contacts, activities and services. From the point of view of the individual, this could be called "access outward." At the same time, through thoughtful, human-centered design we will minimize unwanted and uncontrolled impingements on residents by the city—its noisy, invasive side, which can be called "access inward." The design goal is to maximize a resident's potential for access outward, and minimize access inward upon him or her.

There will always be a choice between living in a Center and living in a traditional detached house. The focused intensification within Centers of the region's ongoing population growth will help preserve open, undeveloped land elsewhere in the region, a point well grasped by the Greenbelt Alliance and other Bay Area environmental groups which support smart growth. Centers will protect undisturbed the single-family house neighborhoods around them, valued and humane areas which will always hold a large majority of the region's population. Residents of these traditional suburban places will use their cars to go to the nearest Center ("their" Center) either to work, or to use its services, or to take transit at its station to another Center. A school or other public institution will serve both Center residents and those living in the surrounding suburban area, and will be located in the Center.

In general, those living outside Centers will not have bus or other public transit services, since their dispersion makes them impossible to serve economically. However, one exception to this is that a Center could serve as the hub for what could be called a spur corridor that led outward from it, an area more intensely settled than an ordinary off-rail suburban neighborhood. In such intermediate situations which fall between the walkable Center and the car-using surrounding areas, jitneys, taxis and call-a-ride would also be helpful.

Designing for fewer cars

A Center's surface will be car-free to the greatest extent possible. Above-ground parking, either on the surface or in multi-story structures, blights the land it occupies. Most importantly, it rules out other functions for that land which would contribute to the intensity, activity and diversity of the Center. Parking and roads therefore should go underground, if not at the time of construction, then progressively thereafter. In the


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FIG. 13
This conceptual street level view of a Center's downtown shows the centrality of an underground transit line and emphasizes the green-surrounded walkable pathways. Architectural visualization by Sean Bailey.

greenfield Center described in Chapter III, car movement and parking are entirely underground, making walking and street life much easier, safer and more attractive. Since the Center must also handle the cars of the people moving back and forth between a Center and the auto-dependent areas around it, including substantial numbers who come by car to park and take the rail transit, substantial underground parking will be needed.

A large underground garage will be central within the Center, that is to say next to the regional rail station, which itself will often be underground. Underground roads will lead from the edge of the Center to the central garage. There may also be peripheral underground garages at the edges of the Center, serving people who come from the suburbs where mobility requires a car, giving them access to the Center at the nearest point on its circumference, and parking their car underground. Vehicle-owning Center residents will be able to garage their cars either in the basement of their apartment building, or in the peripheral underground facilities, where they will pick them up before driving outward into the car-served suburban zone. If their car needs are less frequent, Center residents will be able to rent cars (or use a carsharing service) from the central garage or a peripheral garage, on an hourly or a daily basis. Specialized shared vehicles can be available in the garages, such as a pick-up truck for a furniture moving job, or a convertible for a picnic on a fine day.

Many residents' cars will be electric, used for less than 100 miles in a typical day, but residents will occasionally need a car with a longer range. They could borrow a hybrid car with an unlimited range from the garage or from another resident for that day (or days), and give the garage or the lender the use of their electric car for local driving that day. Thus the range limitations of electric cars are dealt with, while their valuable zero-emissions characteristic are used to the full. This sort of productive pooling could also be handled by a commercial car sharing operation in each garage.

Center garages will have charging points at parking spaces for plug-in hybrid and electric vehicles, both owner-operated cars and those in car-share pools. The charging points will be "smart" devices, exchanging information between the car and the electric utility, so that a vehicle draws power, following a pre-set program, usually at off-peak nighttime hours, and pays for it automatically at the appropriate time-of-day rate through the vehicle owner's digital account.

Underground parking and roads are costly, but will generate revenue, and should be financially self-supporting in the long term. Residents will pay for parking separately,

not bundled with rent or normal condominium fees. Parking charges for non-residents (many of whom will be coming into the center to use the transit service) will be high, but not exorbitant. (An underground parking space that costs $50,000 to build needs to earn only $10 per day on 300 days a year if the cost of finance is 6%. In 2011, parking at San Francisco Airport cost $6 per hour.)

If residents find that a private car is less necessary than they thought, the demand for parking will decline over time. Freed-up garage stalls could well be used by residents as workshops, as garage space is traditionally used in the suburbs now, or for household goods storage. Truck and delivery services to Center locations, especially a Center's downtown, will be by underground roads, some of which will need substantial clearance heights. The rare truck, or public service vehicle such as an ambulance, can move at a "calmed" pace along the pedestrian streets, or paseos, on the surface, and heavy goods movements could also use the surface at night if necessary.

Existing BART, Muni-Metro, and VTA light rail lines, and possibly strong bus rapid transit lines, will be able to serve a Center. Similarly, a Center could be organized around a station of the soon-to-be-modernized Caltrain, electrified and extended to the rebuilt Transbay Terminal in downtown San Francisco, a project now underway. The new Caltrain will preserve the advantages of its standard gauge (rather than BART's eccentric wide gauge) tracks but will be lighter, faster and more frequent than Caltrain's current 19th century incarnation. To handle the increased passenger load which will arise from serving one or more Centers, the frequency of all rail trains will increase, coming as close as possible to every five or seven minutes for most of the 24 hours. The length of trains will vary; many would be one-car units in the low traffic hours.

A Center would benefit from being planned and constructed not individually but as part of a larger region-wide pattern of Centers and upgraded rail transit. This highlights the Bay Area's need for regional governance, including authoritative regional planning co-ordination and a greater regional influence on the local land use decisions now made by the fiercely independent cities and counties. As discussed in Chapter VII, this is difficult and slow to achieve.

It is of critical importance that a Center offer housing of high quality, and a general level of amenity and style to attract residents on an economic level equal to surrounding neighborhoods. Making Centers firmly "middle class" is part of the larger social and political need to steer away from becoming "two Californias," divided into distinctly different upper and lower economic groups.

TABLE 3

30 year growth of savings from not having a car, at 5%

Assume that a family saves $5,500 per year by using public transportation rather than owning a car. If that $5,500 is invested each year at 5%, the cumulative savings after a generation (30 years) is close to $370,000–close to enough to become owners of their house or condominium.

Year	Value of $5,500 saved per year at 5%	Interest earned annually
1	$5,500.00	$275.00
2	$11,275.00	$563.75
3	$17,338.75	$866.94
4	$23,705.69	$1,185.28
5	$30,390.97	$1,519.55
6	$37,410.52	$1,870.53
7	$44,781.05	$2,239.05
8	$52,520.10	$2,626.00
9	$60,646.10	$3,032.31
10	$69,178.41	$3,458.92
11	$78,137.33	$3,906.87
12	$87,544.20	$4,377.21
13	$97,421.41	$4,871.07
14	$107,792.48	$5,389.62
15	$118,682.10	$5,934.10
16	$130,116.20	$6,505.81
17	$142,122.01	$7,106.10
18	$154,728.12	$7,736.41
19	$167,964.52	$8,398.23
20	$181,862.75	$9,093.14
21	$196,455.88	$9,822.79
22	$211,778.68	$10,588.93
23	$227,867.61	$11,393.38
24	$244,760.99	$12,238.05
25	$262,499.04	$13,124.95
26	$281,124.00	$14,056.20
27	$300,680.20	$15,034.01
28	$321,214.21	$16,060.71
29	$342,774.92	$17,138.75
30	**$365,413.66**	**$18,270.68**

An apartment or a townhouse in a Center must be an appealing place to raise children, and the Centers must have excellent schools, and an abundance of open and play space for kids nearby. It will also be reasonable for "empty nesters" and seniors, to exchange houses no longer full of children for apartments in the Center closest to them, that is, "their Center," where they can live efficiently in well-served but smaller spaces, preserving their social networks intact in the community where they have long lived.

Centers: More economical than sprawl

A Center is not a solution based on sacrifice or deprivation. It offers a more economical way of living than the current car-dependent sprawl, with an increase, rather than a loss, of mobility and access. This lowered cost of long term living, in comparison with sprawl, is achieved in part through a higher original capital investment.

Americans should think more often of their housing and their transportation expenditures as interrelated. Housing that is close or transit-linked to destinations permits major savings in transportation costs, allowing a reduction from two cars per family to one, or even going from owning one car to using a car share. Transportation savings can permit a household to invest more in better housing. And reductions in transportation costs can be converted into long-term savings, strengthening a family's financial position, helping it to own, rather than rent a home.

In 2010, California AAA estimated that it cost $8,500 to operate an automobile for a typical 15,000 annual miles in the Bay Area. If living in a Center permits a family to avoid ownership of one car, $5,500 per year will be saved after allowing $3,000 per year for the cost of using public transportation. Living in a Center exempts a household from modern America's silent tax of compulsory car ownership. If a prudent and ambitious family living in a Center, invests and reinvests the $5,500 a year that it would otherwise have spent on an automobile, in one generation it can approach becoming the owner, free and clear, of its condominium.

Keeping costs down

In order for new buildings to be built (or even configured in new ways), costs and returns must be considered. Hundreds of cost and benefit decisions have to be made in the public and the private sector. The private sector role for this function is 'the developer.' He or she is supported by bankers, architects, contractors, and others, but the developer's role, including the integration of many others' work, is large. Caricatures of rapacious developers motivated by greed and profit are a waste of time; developers are indispensable, and they should earn money from a project, because a skilled person is

worthy of his hire, and because a developer's risks of financial loss must be balanced by potential gains.

A developer's compensation, of course, should not be unlimited, and a fair way to moderate the developer's earnings from a project is to have cooperation between the developer and local government that minimizes his or her risk of a costly failure. Such market and political cooperation to reduce risk can be a powerful tool to lower final costs to the end users of the project, its residents.

Like any development, a Center will consist of land, structures, and infrastructure. Due to greater concentration and proximity, the regular infrastructure of water and sanitation, electricity and communications will be less expensive per resident than in a standard suburban project. Underground roads will be shorter in length, but much more expensive per foot than in a sprawl subdivision for 10,000 people. When undergrounding is done, fees and how capital expenditures will be covered, as between the developer(s), the municipality and the region, or higher level of government, are a matter for case-by-case study.

Much of the cost of housing is not physical construction, but "soft costs," such as development impact fees and permits. For an innovative project, municipalities must work with developers to minimize soft costs and the developer's risks in construction. It may take extensive advance consultation with the public, and a substantial state or federal subsidy, but the city that hosts a Center must want and encourage it. A political consensus and publicly supported commitment to a Center project should be the framework for the city to work with the developer to restrain soft costs. The city cannot conduct a covert adversarial relationship with the developer and incoming residents over the provision or withholding of schools, public safety services, recreation facilities, trash removal and so forth, as well as needed permits for stores and other mixed uses.

Such cooperation is often not straightforward, but it can make great achievements possible. Quincy, Massachusetts, a suburb south of Boston, wants to reconstruct its downtown district with 3.5 million square feet of new mixed use space including 1,200 rental and condominium apartments and parking for 5,500 vehicles. With a Red Line subway station six stops from downtown Boston, Quincy's mayor, who hoped to secure $50 million in state and federal grants for infrastructure work, said, "The developer is here because of the Red Line stop." The developer agreed that Quincy's mass transit is a main driver of value creation. An outside analyst observed "that everyone has skin in the game from the start is a strong sign it will work."

To reduce 'hard' or physical construction costs will require innovative engineering for multi-unit buildings. There is a well-known sharp increase of cost per square foot between lower buildings using mainly wood construction, and taller structures, which use steel and concrete for more than five or six stories. But to intensify the use of the precious land close to transit stations, higher rise buildings are needed, and we are also seeking generous interior square footages which we need to make affordable to people in the middle of the market. Since recent construction of this kind in the Bay Area has come in at costs in the range of $300 per square foot, there needs to be a systematic reduction of cost, likely based on innovations in material science and engineering. Three ways of attacking the cost problem:

- Prefabrication rather than on-site building
- Engineered laminated timber structures instead of steel ones
- Selling new apartments as shells with interior finishing to be handled over time by purchasers/tenants

Internal completion and furnishing of apartments by incoming residents will also increase the diversity and individualization of dwelling units. The target could well be apartments that can be sold at $400 per square foot of usable space (about $250 in hard construction costs; $150 in soft costs), so that a 1,000 square foot family unit will cost about $400,000, a reasonable figure in the expensive Bay Area. If such a unit is rented, the cost at 5% will be about $1,700 per month before amortization, implying a family income of about $75,000 per year. Minimizing the cost of physical construction remains a major challenge.

Between hard and soft costs are construction costs which are physical, but are incurred to meet local government building codes. Such regulations can be archaic and overly prescriptive, with features that reflect vested interests more than real needs. They may obstruct valuable new construction techniques which conflict with the code though they satisfy the true functional safety requirements that are the code's purpose. Outdated standards can unnecessarily drive up the cost of dwellings. For example, Vancouver's "slender towers" have one elevator stairwell at the center of the building, but most U.S. building codes require two separate stairwells for safety and evacuation purposes. Obviously this is important in an earthquake zone like the Bay Area, but it makes slender towers more expensive here, while subtracting usable floor space. With modern structural materials and anti-seismic technologies, is the second stairwell really necessary? A hard engineering look is justified.

Controlling costs through housing finance innovations

The end-user finance of apartments offers an opportunity for innovation. The conception underlying this paper is that of a condominium building, but the apartments in a new building can equally well be rented out as be sold. Blending the two methods so as to make rental a transition to ownership would benefit the public. An incoming resident able to make a down payment, arrange a mortgage and take possession of a unit as a condo, would do so. But other prospective residents could have the option to take a unit in the building as rental tenants, and to add a premium payment to the monthly rent whenever possible. This premium would gradually accumulate and become an equity position in their apartment. Eventually this equity position would reach the level of a down payment, and such a family would then take out a mortgage and become owners of their unit, on the same footing as an original condominium owner. That status, with further saving and payment on the mortgage, would lead over time to the family's becoming owners of their home free and clear..

An efficient way to do this for a family such as the Montoyas, is to set the appropriate level of payment (incorporating its saving from reduced car use) as an automatic payroll deduction which flows to an equity account linked to their lease. If Joe and Mary experience economic reversals, such as illness or job loss, they can pay their monthly housing costs for a time through deductions from their equity account, rather than facing repossession. Over time, through such savings, the family would acquire the solid footing in the community which home ownership implies, and take a major step toward entering or moving up within the middle class, a resonating step in this society. If the savings and contributions to the equity account are sustained over a generation, a family accumulates a major owned stake, which it can look upon either as a dwelling owned free and clear, or as disposable capital. A Center could play the beneficial role in mass household finance that suburban houses played in American family economics in the generation after World War II.

Units in a Center building would clearly qualify for the Location Efficient Mortgages (LEMs) now being developed in California. Apart from how housing is situated, simply increasing the supply of housing is a step toward social equity. Compared with present housing scarcity, a greater supply improves the terms of trade of tenants over landlords, and strengthens the unpropertied over the propertied. The scarcity premium in Bay Area housing, which affects both sales and rentals, now raises costs to buyers or renters significantly.

Sustainability: Reducing energy use

Greenhouse global warming is the capital threat of our time. Most greenhouse damage to the atmosphere comes from emitting carbon dioxide through the burning of fossil fuels: coal, petroleum and natural gas. By comparison with housing for the same number of people in single family houses, a Center will reduce consumption of all energy through its compactness. It will also shift major amounts of transportation energy use from fossil-burning cars to electric trains, or will eliminate it through a shift to walking. Electricity can be generated by many renewable means, including hydropower, nuclear, solar, and wind sources which discharge no CO2. Energy savings, and particularly the deep cut in greenhouse emissions, are major reasons for a transition toward smart growth and for walkable Centers.

Ideally, a Center will take all its energy in the single form of electricity, and electric power use will be minimized through design (for example, windows that draw maximum benefit from daylight, smart meters and smart end-use devices, and LED illumination.) For most uses, such as lighting and air conditioning, the use of electricity is ordinary and inevitable, but it is an innovation in California not to use fossil natural gas for heating. With a grateful nod to California's mild climate, a Center's heat will be supplied by air or ground heat pumps, which use electricity, but are efficient in their power use, in contrast to exorbitant electrical resistance heating. Optimally, the pumps will heat (and in summer, cool) a fluid which circulates to apartments and other spaces through floor-based radiant piping, controllable room-by-room. Seth Krubiner and Robert Swatt have combined electric heat pumps and radiant heating in a new house in Emeryville. Such a radiant system need not reach to the outer edges of each floorplate, but can be limited to the central sections, for significant financial savings in both construction and operation, as has been done in the United States and in the Paris building shown in Figure 12. In general, the "passivhaus" temperature control and ventilation techniques that can be applied in large collective structures should be carefully studied for Centers.

The eminent national architecture and planning firm Skidmore Owings and Merrill (SOM), has published remarkable plans for the renewal and modernization over three decades of Park Merced in San Francisco. They include improvement of its transit linkage and a tripling of Park Merced's residents within a footprint originally laid out just after World War II. The new transit-oriented SOM design led by Craig Hartman, stresses sustainability in both energy and water. The plan generates large gains in efficiency for those resources, including reductions of per capita greenhouse emissions. It puts to work many technical and urbanist innovations which are equally applicable to a

FIG. 14
Open Space, including community gardens, within green and attractive density. Image: SOM (Skidmore, Owings and Merrill) Sustainability brochure, *Plan for Rehabilitation of Park Merced,* San Francisco 2011

Center. (Most Centers in the Bay Area would not have to defend against Park Merced's cold and windy microclimate in western San Francisco.)

Financing improvements through benefit-capture taxation

Land within a Center will be more valuable per acre than land outside a Center because it will be used more intensely. On the other hand, a Center's housing structures alone are a very large investment, on the order of $2 billion (5.5 million square feet of residential and worksite space at $400 per square foot), and there will be additional capital expenses, such as underground roads and parking garages. The increase in the value of land which will result from inclusion in a Center is due to the decisions and investments of a city's planning authorities. It would be a windfall to the landowner if not recouped through taxation. Such taxation can be used to pay for the infrastructure facilities that create the additional value, and also to compensate those who suffer from the change in some way. Such benefit-capture taxation to support infrastructure improvements and to

reimburse those who are disadvantaged is common and well-understood in California and the U.S. Until recently, it has been usually implemented through a redevelopment zone, although new paths to this function are being developed.

Planning for densification

Even as the Bay Area sprawls, a concurrent if secondary trend of centralization is going on. This trend of urban concentration will persist because economies of centrality, proximity and transportation steadily favor it. Could such mixed regional growth benefit from planning at the regional level, or should it arise randomly and locally, as now? Growth can be more coherent, and in the long run more efficient, if types of buildings—residential, commercial, and industrial—are mixed in a thoughtful way seeking complementarities, efficiencies and durable aesthetic and quality of life values on the regional scale. At the regional level, the present system is a random one of market calculations by developers, and city-by-city zoning rules and planning policies. The Apple corporation is planning to concentrate 10,000 or more workers in a new facility in Cupertino near the I-280 freeway—wouldn't it be better for the whole Bay Area if this large number of jobs (and commuting trips) were reachable by BART or Caltrain, rather than being car dependent?

Creating lifelong, multi-generational communities

In a Center apartment building each unit has as many desirable qualities of a house as possible. Cardinal among these, after high ceilings, is daylight from two directions, which leads to the structural form of the slender tower. Wall systems within and between apartments are not load-bearing although internal columns are permitted. The 6,400 square foot floorplate could be arranged into many mixtures of large and small apartments, including combining units into large apartments, and connecting levels of duplexes by internal staircases.

Centers and the buildings within them will support stable community values. This is very much what people seek—and often do not find—in moving to the suburbs. We can think of individuals and families basing entire lives in a Center, and of apartments being inherited from generation to generation. But once a Center or building is a family's community, there can be a helpful flexibility within it as well. For example, a family might have a large unit when it has children. When the children are grown, the parental couple, such as the Montoyas in retirement, could take a smaller unit in the building or Center. Adult children could have smaller apartments available to them as young single people, and then larger ones as young couples with no children or an infant, and eventually they would be back in very large units, or in townhouses, with their own growing

children. The goal is flexibility, continuity, and a physical setting that can support as much inter-generational family unity as desired.

Centers, as examples of Walkable TOD, need to offer forms of density free of the feared negative characteristics of urban life in the suburban public mind: latent disorder and even violence, confining living spaces, invasive noise, littered streets, and a lack of privacy and green space. They must offer living and working situations designed with care and excellence for convenient, safe and aesthetically pleasing access to life activities. This kind of urbanization, or urban intensification, moreover, should not be a luxury good. It must be done at moderate final costs to residents.

Population growth is inevitable

The population of the nine county San Francisco Bay Area grew from 2.7 million people in 1950 to 7.7 million in 2012. This growth continues steadily with no foreseeable end. In a worldwide picture of population growth, migration and urbanization, San Francisco is an "alpha" metro region in resources, style and reputation, with an outstandingly attractive coastal setting and climate. Regional agencies now project a population of 9.4 million in 2035.

When population growth is considered a problem, a solution always proposed is to make it stop. There is no chance of stopping population growth in the Bay Area, because there is no chance of obtaining broad public support for a region-wide policy of cutting job growth. Job creation, on the contrary, is an established, undisputed goal both of the private sector and of public policy. An individual city or county in a metropolitan region may follow a "no-growth" policy, as much of Marin County has done. But that is not possible for a region as a whole, since local policies in favor of job growth but against residential growth merely push incoming workers to live in other, often less affluent, towns still within the region. New workers, whether CEOs or janitors, who cannot live in the same city as their job, will commute from homes which are across city boundaries, but within the region or near its border.

Consequences of sprawl

The present settlement patterns of the most recently and rapidly growing parts of the Bay Area are based on the single-family house, the car and the freeway. Continuing growth has been accommodated by pushing more houses, workplaces and roads out into undeveloped land, mainly at the region's edges, and even beyond the Bay Area's official nine counties. This is the horizontal extension of the metropolitan region known as "sprawl." Because edge land is relatively cheap, such housing can be less expensive than housing in central locations (though by national standards housing is scarce and expensive everywhere in the Bay Area).

Although the Bay Area is large in area (about 7,000 sq. miles, and 100 miles North to South), the Bay itself and hilly terrain, much of which is reserved parkland, take up a large part of its space. This means that buildable land is less available and more dispersed than in geographically simpler regions, and that housing has spread further from the core Bayside area, leapfrogging unbuildable territory. Jobs also have moved to outer rim locations, but the Bay Area's overall surplus of jobs over housing means that there are many in-commuters from just outside the traditional nine-county region,

notably cities like Tracy in the Central Valley. They use heavily congested freeways, such as I-580. A new California law, SB 375, requires the region to plan to house all its workers at all income levels within the region. At least at the planning level, SB 375 stops growth-resistant Bay Area cities from blocking new housing by withholding construction permits. That is the strategy that forced many new workers to seek housing outside the borders of the region and endure long commutes.

California's tax system intensifies the bias of local governments to use zoning to resist housing construction. Although some state rules work against this pattern, housing growth generally falls to the "further out," weaker, newer and less affluent places, such as Brentwood in Contra Costa or Rohnert Park in Sonoma.

Table 4, prepared in 2006, shows expected growth (pre-SB 375) in the Bay Area, as well as the increase of car use. The projections to 2015, 2020 and 2030 are based on a continuation of established trends of economic prosperity and on business-as-usual policies. As the projections indicate, the road system is now effectively unexpandable. Therefore, with continuing growth in population and in the number of cars and in vehicle miles traveled (VMT), congestion intensifies, slowing down trucks and buses as well as entangling private automobiles. Personal and work time lost to congestion only worsen as both total vehicle miles travelled (VMT) and VMT per capita continue to rise on a capped road system. But despite the vexation of heavy traffic, cars are overwhelmingly the dominant means of all types of movement; pedestrian trips and bicycle use remain low. Apart from very marginal service for the poor, public transportation is effectively limited to the older settlements of San Francisco, Oakland and Berkeley, and to the longer distance BART and Caltrain routes. Despite heavy public investments, transit is not expected to greatly increase its 6% share of all trips in the region. Although they are now working on the problem under the new and more demanding rules of SB 375, the regional agencies do not have a convincing answer to how the region will absorb the additional people, cars, and driving, without gridlock.

TABLE 4
Demography and Travel: Statistical picture of a dead end. Metropolitan Transportation Commission Data Mart (mtc.ca.gov)

TABLE 4

San Francisco Bay Area Regional Demography and Travel

	1990	2000	2006	20015	2025	2030
Demography						
Total Population	6,020,100	6,783,700	7,260,600	7,840,200	8,457,900	8,780,300
Total Households	2,245,900	2,466,000	2,605,500	2,824,000	3,065,400	3,186,600
Average Household Size	2.61	2.69	2.73	2.72	2.71	2.71
Total Employment	3,206,100	3,753,700	3,919,100	4,509,800	4,982,800	5,226,300
Average Workers per Household	1.4	1.37	1.36	1.44	1.49	1.49
Mean Household Income ($1989)	$53,400.00	$64,900.00	$65,900.00	$71,900.00	$79,400.00	$83,300.00
Total Trips	18,083,300	21,033,800	22,417,100	24,884,500	27,277,600	28,492,800
Vehicle Ownership						
Total Vehicles	3,974,100	4,325,000	4,722,000	5,146,600	5,555,100	5,746,700
Average Vehicles per 1,000 persons	660.1	637.6	650.4	656.4	656.8	654.5
Transit Travel						
Transit Share of Total Work Trips	10.3%	10.9%	11.1%	12.0%	12.4%	12.5%
Transit Share of Total Non-work Trips	5.1%	3.8%	3.7%	4.1%	4.0%	4.1%
Total Transit Trips/day	1,165,600	1,175,600	1,229,300	1,506,900	1,695,700	1,794,000
Transit Share of Total Trips	6.4	5.6	5.5	6.1	6.2	6.3
Vehicle Travel						
Daily Vehicle Miles of Travel (VMT)	NA	143,495,300	152,093,900	172,631,100	192,040,900	202,756,400
Daily Vehicle Hours of Delay (VHD)	NA	355,600	433,100	609,400	850,400	993,200
Daily Vehicle Trips	14,707,400	17,074,300	18,084,000	20,288,600	22,510,800	23,626,200
Non-Motorized Travel						
Bicycle Share of Total Trips	1.2%	1.5%	1.5%	1.4%	1.4%	1.4%
Walk Share of Total Trips	9.4%	9.3%	9.3%	9.3%	9.2%	9.3%
Roadway & Transit Supply						
Roadway Lane Miles	NA	19,940	20,620	20,900	20,980	20,980
Transit AM Peak Passenger Seat-Miles	NA	3,941,300	3,646,600	4,228,100	4,278,400	4,278,400

Source: Metropolitan Transportation Commission Data Mart (mtc.ca.gov) Downloaded and edited 7/30/2011

Too many cars: Unsustainable and expensive

Living in a suburb nearly requires owning a car for each driving-age person. A very large part of the week is spent driving to and from work, driving children and old people, driving to shopping and to almost all activities. The present level of car use puts driving at the core of our culture, a dominating use of personal time. It consumes much energy, creates air pollution and greenhouse gas emissions, and costs an average user $8,500 per year for each car, according to AAA.

In addition to being time-consuming, fatiguing, and isolating for humans, driving to dispersed, car-dependent destinations has led to the loss of farmland and other open space. Since suburban distances are too long to walk and densities are not high enough to support shared transportation, car ownership is a silent tax rising toward $10,000 per car per year to participate in the economy and in normal life. But most of the region's population does not object to this. The car, reality and symbol, is embraced as part of our way of life. It plays many roles in our society: a marquee of conspicuous consumption and personal status, a sex and youth symbol, a technological plaything, an individual suit of armor, and an icon of personal freedom, in addition to being a means of transportation. The modern mass-owned car, moreover, is the tip of an immense economic iceberg which also includes fuel, dealerships, repair, insurance, roads and bridges, parking facilities, and police and judicial services.

The status quo: a waste of energy

Although sprawl historically allowed California to grow quickly, it has always suffered from important drawbacks.

High consumption of open land and more importantly, the high level of transportation needed, and fossil energy used, make sprawl unsustainable. During a century of car-based sprawl, America and California have burned millions of tons of fossil energy. Burning fossil fuel adds carbon dioxide to the atmosphere causing grave global climatic damage. Historical sprawl has left a legacy not only of past greenhouse emissions still in the air, but of consumption habits and dependencies, now beyond our short-term control, which make it difficult to reduce our CO2 emissions in the present and future. The ongoing construction of houses far away from jobs and activities binds us still further into a future of long car commutes and major atmospheric damage.

We are so inured to sprawl that we are barely aware of its effects, but sprawl was and is expensive. What could have been done with the human and material resources which went into eighty years of sprawl and motorized travel? Perhaps universal national health

care, a better school system, economic equality, better upkeep and rehabilitation of cities, better absorption of people coming from farms, indeed the reduction of poverty.

As long as we live in sprawl a large energy supply is a critical need of our economy and indeed of individual family life, and we are vulnerable to its interruption. Mass urban and suburban car use contributed heavily to enmeshing us in external economic dependency for energy, particularly on the Middle East. This has been an uncovered risk factor in national life for many years. Large sections of our defense budgets, certainly in the tens of billions of dollars per year, and trillions of dollars over fifty years, have been spent to control but not eliminate this vulnerability.

For many years America thought of itself as a wide open, space-abundant land, even one that still had a frontier. "Anything can be located anywhere," became a truculent official doctrine in Houston, the oil city that rejected zoning. For most of the country that did zoning, different uses of land, such as residential and commercial, could be separated from one another by fiat with little or no consideration for the long-term costs of moving between them. All locational problems could be solved by the "go anyplace anytime" car. Each individual trip by car seemed free, or at least pre-paid. But auto travel has never been free.

Now we are realizing better that readiness to pay the future expense (in time, and energy as well as in money) of moving between homes and workplaces is a part of all our locational decisions. Apart from the expense of distance, the cost also depends on whether travel comes at wholesale rates through the use of transit, or is purchased every day over many years at a higher retail price through using individual cars.

Each new resident brought into our region by job growth is a new driver, travelling 21 new miles per weekday. Since the road system cannot expand, each new driver subtracts from the mobility available to all of us.

Sprawl: A persistent problem

The Bay Area's post-World War II system of freeways and suburbs has reached its capacity ceiling. The projections of the MTC say that the future of the region is tightening gridlock with no clear-cut relief in sight. Continuing to handle regional growth through car-dependent sprawl means that the Bay Area is frozen on a worsening course. The region is showing only a few signs of the policy capacity, the political will, or the social organization to move decisively to a new path. At present, neither our multi-level political system nor our famously adaptable market economy seems up to this dilemma.

There are two ways to resolve the growth and sprawl dilemma. The first, curbing regional population growth, is not feasible. The second is to devise and adopt new settlement and transportation patterns that increase the population carrying capacity of our geography. Such changes should protect both old values we want to keep and new values we hope to establish. The effort to increase the carrying capacity of the region by adjusting its spatial layout while preserving important values can be broadly called "Smart Growth." We need smart growth.

Jobs-housing proximity

In smart growth terms, there are two main ways to enlarge the human carrying capacity of the Bay Area. The first is to develop an enforceable regional consensus to locate housing and jobs close to one another. In practice, it requires agreement by each of the Bay Area's 101 cities that when a new job is created the city must provide housing within its borders for the jobholder. Each city must seek "jobs-housing balance."

In the familiar sprawl status quo, on the contrary, cities want to create jobs, but do not want to house the new workers and their families. Cities also show a strong bias toward attracting rich residents, and hoping that people of low and moderate income will work, and even shop, in a city without living there.

This is partly due to the different tax consequences for a city of increasing jobs and commercial sales versus growing in residents. "Fiscalization of land use" expresses the influence on city zoning decisions of California public finance laws since Proposition 13 and related laws were passed at the end of the 1970s. Now in California, creating a job or a commercial business generally benefits a city government's tax stream, while zoning for a new house or apartment brings more costs than revenue to the city and its taxpayers. For example, the children of new residents will need public schooling at the community's expense.

This financial constraint strongly motivates city officials, including land use planners, to bring in businesses, but to restrict new housing. But local zoning that resists new residents also reflects deeper motivations in the public: fear of crowding, defense of "turf," not-in-my-backyard (NIMBY) sentiment, and, indeed, apprehension about any change, particularly increases in density. Such objections to growth inflame local zoning board meetings and raise intense emotions among voters, making elected officials highly responsive to them. Anti-growth sentiment is now widespread; its roots lie in a simple, but powerful human desire to preserve a community in a form familiar and enjoyable to its inhabitants. Many people have seen around them what growth can

do to the tranquility and amenity of a traditional community, and they understandably want to protect themselves against such changes. The emotions behind these positions are deep and persistent. This is especially true when residents believe either that growth will bring significant numbers of lower income people into their community, which they think will erode civil order and lower property values, or that growth will raise the cost of living through gentrification.

The common response of cities to seek jobs and commerce and reject housing is not an accidental pattern, but one with deep foundations and much popular will behind it. Imposing a rule that job creation must allow housing for job holders and their families is likely to ignite hard fought city-by-city political battles of doubtful outcome in each locality, not to speak of foot-dragging in compliance with a new rule. The state-mandated regional housing allocation program (RHNA), administered by the Association of Bay Area Governments (ABAG), aims at jobs-housing balance and at adequate provision of moderate and low-income housing. Cities resist it, fiercely defending their local control of land use. The running battles around RHNA show how hard it is to carry out top-down jobs-housing proximity policies.

The public resists new multi-family, higher density or transit oriented housing with particular vehemence, understandably so when local residents think that they will lose their houses without provision for them to live in the new buildings.

Resistance to growth varies according to the "strength" of the city. Older, more established and wealthier suburban cities close to the metropolitan core want to attract economic activities that bring job and tax benefits, but they believe they can and should be more selective about permitting housing. This led to striking rates of job growth in the established cities of Silicon Valley in the boom 1990s, while housing growth lagged. The gap between job creation and housing construction forced many people working in Santa Clara County to seek distant sprawl housing, often outside the Bay Area itself. They were willing to look seventy or eighty miles south toward Monterey or east toward the Central Valley, since more remote, less affluent towns were more willing to accept developers and newcomers. But this displacement of housing away from job sites can create a daily commute of three hours or more on congested freeways.

Jobs-housing proximity advocates seek to remedy this by requiring cities to build housing to match job creation. Even if this were easy, there are drawbacks to a jobs-housing proximity strategy:

- Improving only the commute leaves many vehicles on the road to maintain congestion. It reduces long distance commuting trips, but commuting now accounts for only about one out of four of the vehicle miles on our roads. On-the-job trips, such as a plumber moving about for his work, and personal and family trips are not affected by bringing the home and the workplace closer together.
- Housing close to the job of a principal wage-earner does not shorten the home-to-job distance of the second or third wage-earner in the household. But with the near-universal employment of women, there is a second wage-earner in the typical house. Should a household choose to live close to one of its jobs and leave a long commute for the other spouse? Or try to live midway between its two jobs?
- Such a fine calculation of distances goes out the window when people change jobs, as they often do in the modern economy. It is socially desirable that a family's place of residence be stable, to minimize moving stresses and maximize social support for the family, and to build local communities, which need time and stability to develop cohesion and customs of cooperation. A heavy application of the job-housing proximity approach would require that each time a worker changes his job location beyond a certain distance within the region, a family must move, meaning that children must change schools. That is true now if one changes a job from one region to another, as from Baltimore to San Francisco, but a house move should not be the regular expectation if one changes work location within the Bay Area.

In regional planning discussions, jobs-housing proximity normally refers to bringing job and housing locations into the same city. This can eliminate the longest commutes, such as from Tracy in the Central Valley over the Altamont pass to Cupertino in the Silicon Valley. But it will leave many people living in the Oakland hills and working in downtown Oakland still travelling by car and having to park at work. Until job-housing proximity means walking or biking-distance proximity (or local bus transit is greatly improved), encouraging house construction in the same city where a job-holder works is not good enough. Even when jobs and housing are in the same town, the problems of owning a car, of local road congestion, of carbon emissions and air pollution, and of sacrificing urban open space for parking lots, go unremedied.

Jobs-housing proximity is a reasonable and positive goal, but it should be the second, not the first consideration to apply in regional planning.

Transit Oriented Development: TOD

A different way to enlarge the Bay Area's carrying capacity is to increase housing density without increasing vehicle miles travelled. Ahead of jobs-housing proximity, the first standard should be to put new housing, not necessarily in the same town as a job, but instead close to high quality transit to carry people to work and to other destinations throughout the region. This is the meaning of transit oriented development (TOD). In mixed use TOD a city or metropolitan region systematically builds social and economic facilities of all kinds, but particularly housing, relatively near transit stops, though not necessarily within walking distance. With good transit, many of the travel needs of residents are met without constantly driving a car long distances. The iron linkage between population and economic growth, on one hand, and growth in road congestion and pollution, on the other, is weakened.

Transportation within the metropolitan region in a TOD system becomes much less expensive because movement on public transit is accomplished collectively, or "wholesale," bringing economies of scale by comparison with a "retail" individual car, especially when the driver is alone in a vehicle.

TOD will mean relatively high densities of settlement near transit stations. It also implies that not only housing, but stores, offices, clinics, child care, restaurants, churches, schools, and other everyday public functions will be located among the housing. This latter is called "mixed use," in contrast to traditional zoning practice in the United States which separates residential from commercial areas.

It is important for the Bay Area that a large rail transit infrastructure is already in place: BART, Caltrain, Muni-Metro, and San Jose's VTA light rail, along with well-developed bus service in San Francisco and Oakland-Berkeley. The task for our region is to use our ongoing growth to build housing and destinations near our already-paid-for transit. Such housing must be constructed with a certain density, because to capture transit's economies of scale, it must be used by substantial numbers of people.

"Walkable TOD," or Centers

The expression "TOD," however, does not specify how dense the density will be. "Walkable TOD" is a step up in intensification. The Center plan offered here is an example of Walkable TOD. In this case, housing, stores and workplaces are situated close enough to a transit stop that residents can walk among them. The difference between the more diffuse "ordinary" TOD and Walkable TOD matters, because in the

FIG. 15
The North Berkeley BART station. A large surface-level parking lot surrounds the station. Image: Google Earth

higher density walkable case, levels of car use can be very low, while in ordinary TOD, where distances are longer, there is still likely to be an automobile for every driving-age person. The vehicle's annual cost, demand for road and parking space, and other liabilities have not been eliminated, and major savings have not been captured.

Walkable TOD is the opposite of a transit station surrounded by a large parking lot, although such stations are common in the Bay Area, where many passengers reach their train by a car trip from suburban houses (Figure 15).

Walkable TOD will consist of residential buildings clustered around a station, with a plaza and few, if any road crossings for pedestrians to negotiate in heading into the station. The buildings are likely to be multi-story, with "mixed use" stores and other social facilities on the lower floors facing the streets, and residential units on floors above.

When people live within easy walking distance of a transit stop, and when housing is mixed with shops and other common destinations, residents can walk (or bike) within their local Center (instead of driving) to the supermarket, public library and other places that they visit on an ordinary daily or weekly basis. Such walking is a health benefit, as well as a time and money saver. Even without taking the transit, many local car trips have been eliminated by becoming foot errands or strolls.

Access and mobility–or access versus mobility

When people have handy access on foot to many of the places and people they need to visit frequently, they have less need for "mobility" in the sense of roads, cars and transit. Destinations are clustered enough to be reached without costly mobility infrastructure or equipment. City planners can often substitute "access" (putting destinations close to one another) for "mobility," (providing roads and vehicles). In this sense,

FIGS. 16A, 16B
Rail systems in the Bay Area. 16A shows BART and Caltrain. 16B details light rail and commuter rail in the South Bay (Santa Clara county) centered on San Jose. Images: Metropolitan Transportation Commission and Valley Transportation Authority

"access" trumps "mobility." Leading younger planners, such as many in the Congress of New Urbanism, speak less of providing "mobility" in laying out a city, and speak more of designing it for good "access." Richard Register put it succinctly: *"the shortest distance between two points is to bring them closer together."*

Though so familiar as to fade out of everyday awareness, sprawl draws the rich resources of our creative, productive society away from goals which we now consider unaffordable: top-quality education, top-quality health care for all, a better economic safety net and better social equality. For a family starting out today, like the Montoyas, moving to the far suburbs is a conventional step, endorsed by current middle-class culture, and relatively affordable in the beginning. But over the years, it is a false economy in money, in energy, and in personal time and quality of life, with great costs paid for month after month, year after year. The great maxim applies to metropolitan regions as well as to tennis: "Never change a winning game; always change a losing one."

This proposal here, focusing population within walking distance around transit stations, describes a package of features, including:

- Responding to the continuing growth of the Bay Area by enlarging its carrying capacity through sustainable, Walkable Centers of transit-served density.
- Integrating Centers within the overall metropolitan fabric, with easy rail access among diverse residential and activity centers across the region.
- Strengthening both local walking and regional rail transit, each being an alternative to the overuse of cars.
- Building sustainable "Center" communities large enough to absorb a significant share of the region's population growth, and to provide a significant increase for a transit line's ridership. Big enough to absorb, rather than displace, existing population on a Center's site, and to be general rather than niche communities.
- Humanizing the density that these goals imply by abundant active, landscaped green open space within center communities.
- Providing, within multi-unit buildings and at reasonable cost, high-quality and generous living spaces, including high ceilings, natural light from two sides, acoustic protection, and readiness for individual decoration and finish by residents.

A Center is meant to be a conceptually complete solution at the opposite end of the spectrum from sprawl. Aspects of a fine community, such as good schools and public tranquillity, are recognized as essential, but are not taken up in this paper, which is limited to urban design, transportation, and architecture.

The Center illustrated in Chapter III is offered as a proposed reference solution, not as the only possible solution. It is not free of problems. For example, preserving green

open space while making a Center an economically reasonable proposition for middle-class families, rather than a luxury proposal for the wealthy, needs architectural and engineering solutions to bring down the high cost per square foot of intermediate or mid-rise multi-unit structures. However, technological breakthroughs are emerging from high-quality pre-fabricated constructors, such as the Hudson/Monadnock/Capsys group in New York. Advanced pre-fabrication techniques are reported to be achieving major economies in the Forest City-Rattner Atlantic Yards project in Brooklyn, while using engineered wood products rather than steel for structural members is gaining ground in the United States and Europe as a way to save construction costs.

The scale of the project sketched in Chapter III is large. Serving 10,000 people, it would be a total investment of several billion dollars, which would come over time and from many streams of capital, a few public, but most private. More importantly, the concept of a Center has been presented here in a greenfield version, rather than as an infill project for a specific site. There are now no greenfield open spaces approaching 300 acres located at suitable transit stops in the Bay Area. It is therefore likely that an early Center to be built would initially be a partial one, rather than a full 360° realization of the concept.

As a long term public-private investment it would be best to build a Center in a form that fully expresses its goals and ambitions. But there are at least three features of a Center which could be adjusted to reduce the immediate cost or the level of innovation in the project.

- The first is actually an intensification: the use of true high-rise residential towers in the "downtown" central area of the Center. As presented here, they are limited to fourteen stories (eleven residential over three commercial) but in Vancouver slender towers can be thirty stories or higher, and there could be gains from going to greater heights in the Bay Area as well. More that half of households now are not nuclear families with children, and many such households of single persons, couples without children, or seniors see no sacrifice in being on upper floors. Indeed, they pay a premium for upper story high-rise apartments. Once a high-rise is going up, additional floors that are added to it are not expensive per square foot, and thus building a greater number of floors can help bring down the per-resident overall costs of the building.
- The second feature is the call for large underground garages and roadways to allow a car-free ground surface level in the Center. This is of great long-term value, but also expensive to construct. To moderate this expense, the surface of one or more of a Center's eight pie-slice segments of open space could be

used at the beginning as a sort of corporation yard for the whole development, receiving cars and trucks, and even being used for parking for rail transit station passengers, until, in the long range, full underground facilities could be built.

- Thirdly, it is proposed here that all the energy requirements of the Center be supplied in the form of electricity, and that heating be handled by electric heat pumps. This is technically feasible, and on the understanding that California's grid power will be decarbonized in coming years, is environmentally very preferable. However, it brings a high original investment cost. Another option would be to use natural gas for heating, and electricity for all other energy needs.

It would difficult to build a full Center in the Bay Area from local and regional public resources, or even California state resources. Such an investment cannot be expected in the near future. (The MTC, which belatedly recognizes that steering growth to greater densities around the transit system is the key to managing regional transportation, nonetheless allowed the rebuilding of the East Span of the Bay Bridge to balloon to $6.4 billion, of which half or more was beyond the bridge's functional needs.) A Center could be built in the Bay Area if it were parachuted in as a Federal pilot project, like the innovative 1958 Dulles Airport of Eero Saarinen outside Washington, D.C. This would be appropriate for a Center in the Bay Area, but is unlikely. In sum, the full Center solution cannot expect to be implemented now, for reasons of the large scale of its investment, the encumbrance of the needed land by existing uses and structures, and local and regional cultural, legal and banking conservatism.

At the same time, there is growing consciousness here of the problems posed by sprawl, and impetus to push forward toward smart growth. The official cutting edge is the FOCUS program, is an initiative of the Joint Policy Committee (JPC), a relatively new and hard-won umbrella body which represents a welcome step forward in better cooperation among the four regional planning agencies:

- the Metropolitan Transportation Commission (MTC),
- the Association of Bay Area Governments (ABAG),
- the Air Quality Management District (BAAQMD) and the
- Bay Conservation and Development Commission (BCDC).

Among the agencies, the MTC has the federally bestowed role of Metropolitan Planning Organization in the Bay Area, and is the richest and most important. The smart growth

impulse is seen in the MTC's Transportation for Livable Communities program, its adopted anti-greenhouse emissions program, and a resolve to make significant transit investments conditional on the intensification of nearby land uses, including the construction of housing.

In the FOCUS program, the agencies, in consultation with local cities, have selected and mapped a set of Priority Development Areas (PDAs), usually transit served, in which increased densities will be supported with state and regional funding as it becomes available.

From the state government in Sacramento, SB 375 of 2009 is clearly playing an important role in pushing for metropolitan sustainability, as did the Pavley bill of 2006 restraining automobile emissions, and AB 32 which launched California's pathbreaking climate protection drive in 2008. SB 375 newly requires a coordinated plan from the regional agencies to be known as a Sustainable Communities Strategy (SCS) which will strive to reduce vehicle miles traveled, provide housing within the region for all economic groups in the population, and bring down greenhouse emissions. An interagency program, called Plan Bay Area, is now working on drawing up the region's first Bay Area Plan, which will reflect the SCS goals, but the political and administrative path to its full realization will not be smooth unless the traditionalist cities that make up the region, and the general public, show more comprehension and support than now appears likely.

Outside official bodies, the scene is lively. Smart growth thinking circulates in the steady proposals of *Transform*, a broad-based transportation policy non-governmental organization (NGO) in the Bay Area which calls for an ameliorative evolution toward walking TOD, as well as in the interventions of TransDef and the Bay Rail Alliance, also NGOs, which press to reduce vehicle miles travelled (VMT) and improve train service. More generally, the Bay Area is well known for its non profit builders, such as the Bridge Housing Corporation, and for its environmentalist outlook. The Sierra Club, headquartered here, is active in support of smart growth, as are many other environmental organizations, notably the Greenbelt Alliance. The Bay Area is well-exposed to the thinking of the Victoria Transportation Policy Institute of British Columbia, Peter Calthorpe, the Congress for New Urbanism and Robert Cervero at UC Berkeley. The region, of course, also exists within an environment of "smart urbanism" activity and discussion elsewhere in North America and the world, notably Portland, Oregon, Vancouver and Toronto in Canada, Perth in Australia, Curitiba in Brazil, Caracas in Venezuela, and many European cities.

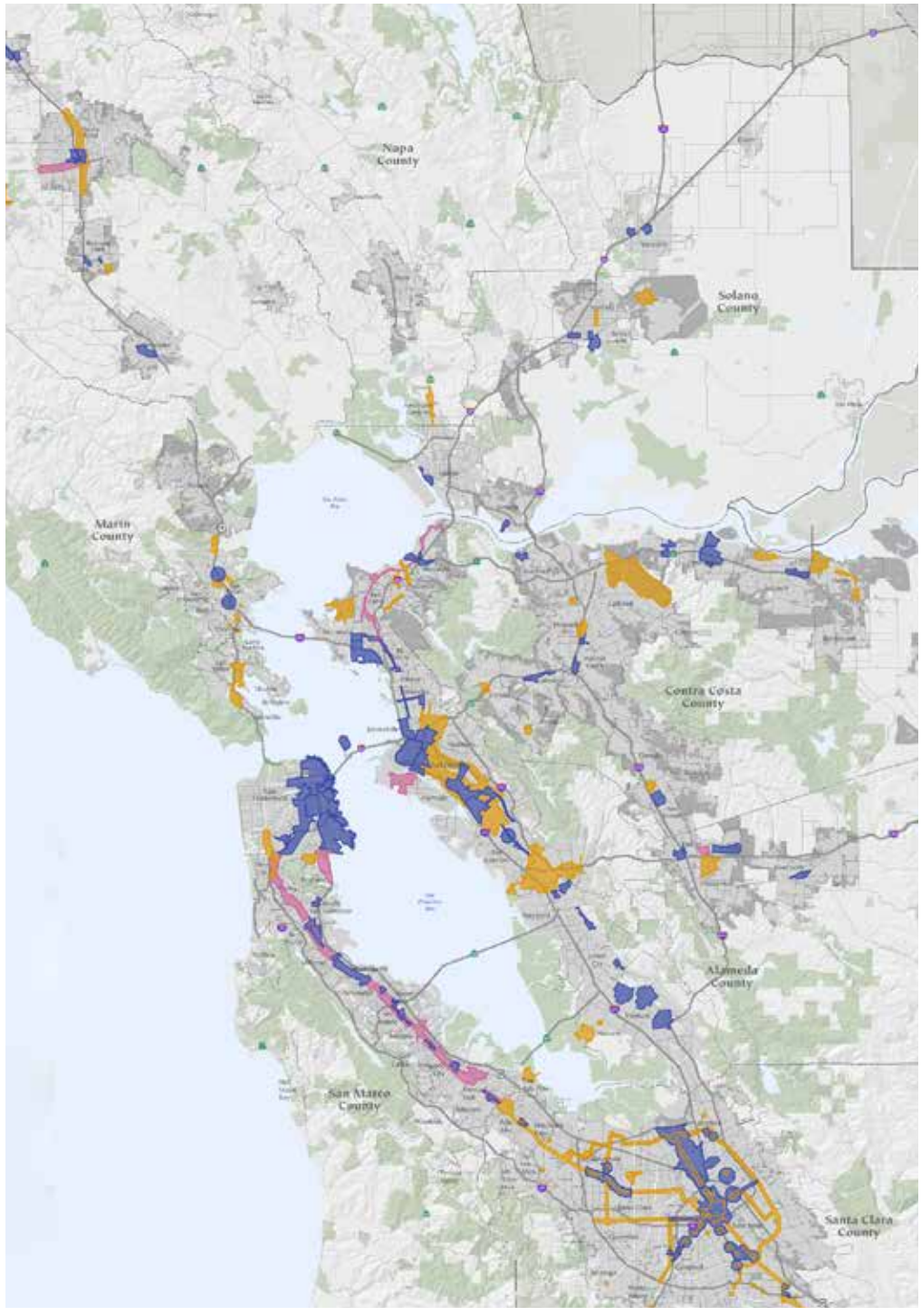

FIG. 17
Priority Development Areas (PDAs), shown in blue, now being readied by the Bay Area's regional agencies as part of the Focus, and Plan Bay Area programs. Image: MTC/ABAG Library

At present in Oakland, a true walking TOD with 675 residential units is being built at the MacArthur BART station where the east-west and the north-south BART lines of the East Bay intersect, but the first part of the project to be built is the large above-ground car parking structure, and cars will move throughout a settlement in which little green space has been preserved. Oakland is also doing public consultation for a Station Area plan for the land around the Lake Merritt BART station on the eastern flank of downtown Oakland's densely populated Chinatown. This is a high quality and large scale site on which many Center values may be able to be captured.

Probably the best opportunity for a substantial, exemplary step forward to walking TOD in the Bay Area now would be to build upon the famous TOD at the Fruitvale BART. In a depressed neighborhood south of downtown Oakland on International Boulevard, a small group around Arabella Martinez, a dynamic Hispanic community leader, achieved enough support from BART and city and regional officials to build a plaza with about twenty shops and public services at the Fruitvale station. This has been embraced and publicized as a TOD, but the attractive complex had only 47 units of housing, a tiny fraction of what a full Center would have. Fruitvale is now planning an additional 250 units on an adjacent BART surface parking lot, but this should be radically increased by clustering a set of 20+ slender high-rise residential towers around Fruitvale Station, offering perhaps 3,000 more units, which could then reshape the neighborhood, including the progressive creation of green open space. A liability at Fruitvale is the proximity of I-880, the busy Nimitz Freeway, close enough and busy enough with diesel tractor trailers to raise public health issues for a major new residential development. In the long run some of the freeway traffic is likely to be diverted to rail or converted to electric propulsion, and this drawback of the Fruitvale location will lose importance.

After Fruitvale II, the best possibility to get a Center started could be one among the BART and Caltrain stations which are surrounded by their own parking lots. All of these lots are much less than the 288 acres needed for an optimal Center, and the parking lots themselves are usually surrounded in turn by established uses, often bungalows and single story houses. In the prototype Center worked out in Chapter III, we've demarcated the zone in a Center closest to the transit station (within a radius of 600 feet) as a local downtown for the center. Here the grid becomes rectangular rather than radial, non-residential land uses such as shops and offices are concentrated, and here are concentrated the center's higher rise buildings, primarily serving the three quarters of households that today are not the traditional "parents with children." This central downtown space within the Center is about the same size as the BART and Caltrain station parking lots.

FIG. 18
Categories of TOD Settlement Patterns, reprinted from *Plan Bay Area*

The downtown core, then, of a Center could be built in this rather restricted space of existing station parking lots, with a view to the Center's further extension out along the pedestrian walkways to be created later on. This could mean several decades later on when the surrounding property can be acquired over time and used for the construction of both the pedestrian walkways with their residential multi-unit buildings and townhouses, and the green space. From the beginning, in this downtown core BART would be required to put underground its existing commuter parking, plus additional residential and commercial-serving parking.

This is a slow path to the fully-developed Walkable Transit Centers which particularly fit the Bay Area, with its strong assurances of long term growth, its three anchor cities, its existing rail system, and its very large geographic extent. Starting with constructing one or two core, high-density "downtowns" at existing transit stops and working outward over decades, is probably nonetheless a shorter path than the still more gradualist and circuitous one reflected in the region's current approach, the Priority Development Areas (PDA's) of the regional agencies' FOCUS program and the Plan Bay Area exercise.

PDAs are based on giving regional support to a milder form of "ordinary" smart growth in multiple locations, and being ready to use state and federal funding to help it along. The program encourages development in the region's closer-in cities rather than the outer rim, and supports a general proximity to transit, not strongly differentiating bus and rail. However, committed to gradualism to keep up the political support it needs, the PDA program makes little distinction between housing that is within walking distance of rail transit (such as the Center espoused by this paper) and housing development which is less remote than full fledged sprawl, but still requires auto or bus use to reach stations on the main regional rail transit lines. By not differentiating in favor of true walking access, the PDA's will allow reliance on cars for very local movements to encumber the transit system, hobbling pedestrian movement around stations, and feeding station parking lots.

The reason for the diffusion and gradualism of the FOCUS/PDA approach is that it is difficult to move away in a leap from the familiar way the region exists now. Institutionally, the cities are strong and the regional level is weak. Local population growth and densification are not regarded as benefits by most Bay Area cities, and even if they were, it would be difficult to enlist all the parts of the region to channel investment into one, or two or three cities in a concentrated way. It is more consensual, and therefore feasible, to spread the benefit of potential incoming state and federal funding in a diluted, equalized form across all or many localities. The region itself is not yet a

sufficiently mature or strong political entity to perform the more difficult selective and concentrated form of resource pooling.

Therefore, the regional agencies and their Joint Policy Committee (JPC), all composed of county supervisors, mayors and city councilpersons elected locally before being named to regional commissions, are gradualist. The FOCUS/Plan Bay Area program represents an undeniably positive policy evolution by the Bay Area's regional agencies toward understanding and supporting "smart growth." However, the agencies and their JPC move forward with trepidation, since the local office holders who make up the agency boards are always chary of the incomprehension and latent opposition that they know exists in the taxpaying and voting public of the region's nine counties and 101 cities.

The general public is discontented about transportation in the region but not mobilized to change it. With regard to public investing in housing, most taxpayers are home owners, not house seekers, so that high housing prices do not hurt their immediate interests. In addition, there is always both tax resistance and a normal attachment to the familiar and comfortable. The push away from cars, and the push to go beyond basic "smart growth" toward Walkable Centers, comes from environmentalist or analytic, sources, not populist ones. A significant bloc of the general public greets the more advanced position, and its planning and investment effort, with discomfort and often a retreat into NIMBY responses.

State Senator Darryl Steinberg studied the unsustainable path of California's metropolitan regions, and nudged their course into a better direction by leading passage of SB 375. This paper proposes that adding a full elaboration of a Center to our inventory of potential settlement patterns (Figure 18) would be a positive step forward. It urges that we set out for smart growth, not with small steps cautiously distributed region-wide, but with one or two real-world tests of a fully developed prototype. Like Corbusier's Marseilles building, the Barbican development in London, the Stuyvesant/Cooper villages in New York and San Francisco's Park Merced from the same postwar period, we will be reaching for durable urban values, and serious long-term service to the public.

Decisive and purposeful political and economic leadership are required to move the Bay Area forward on its dilemmas of growth and sprawl. To help such leadership emerge, serious further design work now can give confidence that a prototype of this new approach will pass the test of real people, real life and the real market.

The setting of this booklet is a major change of human life going on all around us. All over the world people are moving, or being born, to live in cities, which for many is a new form of living. In 1860, at the time of our civil war, 20% or less of the United States population of 31 million lived in cities; today it is 77% of 310 million. The same 150 years ago, the world population was 1.25 billion people, and well less than 10% were urban. Today the world has 7 billion people, and more than half are urban. Especially in the developing world, the move from a country to a city way of life continues without slackening. Within industrialized countries, urbanization continues qualitatively as well as quantitatively, not only in the sense that more people are coming to cities (as they are), but also in the sense that an urban culture and urban economic relationships are intensifying, both within cities and in nominally un-urbanized parts of a country.

Urbanization, of course, is one aspect of the broader historical transformation that is human and social modernization, including ever-greater specialization and division of labor, industrialization, mass education, wide social mobilization, the embrace of science and technology, and a vastly increased capacity for personal movement and communication.

The revolution of urbanization has brought into cities, actually large metropolitan regions, residents who carry within themselves a human culture formed, not over decades but over centuries and even millennia, in very different rural circumstances. Individual and social adaptation and change are required of us, and at great speed. Like all revolutions, urbanization, at the local level as well as the world level, has its missteps, reversals and dead ends, and therefore has its victims and casualties. Within this vast social drama, many things can be done better.

As modernization and urbanization continue, with understanding and purposefulness, losses and waste can be minimized, and some forms of class and generational conflict can be softened. At the same time, the gains of civilization and of greatly increased human cooperation can be harvested, be better shared, and even be made more certain and reliable, which may be what we mean by "sustainable."

In the great 1991 Irish film, *The Commitments,* soul musicians eagerly interrogate each other about who are their "influences." This booklet and its proposals rest (occasionally through opposition) on the thinking of many others: Elisa Barbour, Edward Bellamy, Trevor Boddy, Joseph Bodowitz, Adrian Brandt, Peter Calthorpe, Manuel Castells, Robert Cervero, the Center for Neighborhood Technology, Stuart Cohen and Jeff Hobson

of *Transform*, whose organization produced *It Takes a Transit Village* and *Windfall for All* and injected them into the Bay Area's regional planning conversation, J.H. Crawford of *Car Free Cities,* Elizabeth Deakin, Anthony Downs, John Ellis, Richard Florida, Edward Glaeser, Deborah Gordon, Peter Hall, Craig Hartman, Dolores Hayden, Tony Hiss, John Holtzclaw, Wolfgang Homburger, Ebenezer Howard, Kenneth Jackson, Alan Jacobs, Jane Jacobs, Victor and Annie Jones, Tony Judt, George F. Kennan, Jeff Kenworthy, Michael Kiesling, Michael Kimmelman, Charles Komaroff, Joel Kotkin, James Howard Kunstler, Seth Krubiner, John Landis, Le Corbusier, Richard LeGates, Jaime Lerner, Sherman Lewis, Todd Litman, Amory Lovins, Kevin Lynch, Sven Markelius, Ian McHarg, Gabriel Metcalf, William Mitchell, Richard Mlynarik, Lewis Mumford, Pier Luigi Nervi, Peter Newman, Margaret Okuzumi, Larry Orman, Neil Peirce, Chris Peeples, John Punter, Peter Rogers, Moshe Safdie, David Schonbrun of *Transdef*, Mel Scott, Paul Sedway, Paolo Soleri, Howard Strassner, Terry Tamminen, Revan Tranter, Mel Webber, William Whyte, and Matt Williams.

Burdening them with no responsibility for the proposals here, I am grateful to these diverse, but perceptive and civic contributors for their thought and work on significant issues in how we and our urban descendants will live.

Peter Lydon has observed Bay Area leaders struggling with growth issues for many years. He wrote a UC Berkeley (IGS) working paper on Bay Vision 2020, A Civic Initiative for Change in 1993, and he co-edited Water in the Arab World, Perspectives and Prognoses in 1994, and Energizing China, Reconciling Environmental Protection and Economic Growth in 1998, both from Harvard University Press. He lives in the East Bay.

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