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OFFICE OF THE CITY CLERK
CITY OF BERKELEY

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Starting from the Community Input section:

Community Input:

A Community Advisory Committee shall be created for the purpose of providing input to the City and BART as they engage in a planning process, and offering additional opportunities for public input to be incorporated into processes.

The planning process will engage the community to ensure that the site reflects the community's values for equity, sustainability and sense of place. Community input should include, but not be limited to:

- The number/percentage of affordable housing units and populations to be served, including the possibility of a 100% affordable project
- The size, height, scale, spacing and setbacks of buildings, and their responsiveness to the neighborhood
- Inclusion of green and open spaces
- The possibility of limited, small scale community, non-profit and retail space to serve the immediate neighborhood
- Prioritization of housing over retail/commercial space at ground floor, to maximize housing potential, potentially decrease height
- Access options, including traditional modes such as public transit, taxis and private vehicles, active modes such as biking, walking and scooters, emerging modes such as car share, ride share, driverless cars, etc., and access for the disabled and mobility impaired.
- Green and sustainable features

Station Access:

BART is required to address station access. AB 2923 in Section 29010.6(h) requires BART – in cases in which commuter parking is reduced as a result of a TOD project – to develop and fund an access plan that maintains station access for at least the number of customer affected by the reduced number of commuter parking spaces, with a specific consideration for customers who live further than on-half mile from the station. As part of developing a station access plan for implementation, we seek feasible and effective alternatives to driving to and parking at the station, such as reserved parking for carpools and car share vehicles, ride-share, enhanced bus/shuttle service and additional electric assist bikes and scooters. We note that the station access plan

should take into account the rapid evolution of mobility trends and technologies and consider the adaptability of the plan to future mobility patterns. We intend to conduct a traffic study to help determine the number of parking spaces that are needed at the site, including reserved spaces for people with disabilities.

In light of Berkeley's long tradition of leadership on issues related to the disabled and mobility impaired, access at the North Berkeley Bart station should be first in its class, including consideration for access to and from the station itself, within the station, and to and from the BART platform.

All traditional modes should be considered: public transit, taxis, carpools and cars; all active modes including walking, biking and scooters; all emerging modes including car share, ride share, van pools and driverless vehicles; and all modes of accessibility for the disabled.

Affordability:

We should strive to maximize the number of reserved affordable units for households of diverse lifestages, types and sizes. We seek to exceed BART's 35% system-wide affordability goal by aiming for a high number or percentage of affordable units – up to and including a 100% affordable project – to be potentially funded with State, Federal, County, regional and local affordable housing monies, and supported by BART. To ensure housing for a mix of income levels, we will consider engaging an affordable housing developer for some or all of the development.

We will seek to support the creation of local jobs through a project labor agreement for construction of the project.

We will engage in a community dialogue that is positive, productive, and thoughtful in regards to community benefits and financial feasibility.

Livability:

Enhance the livability of the neighborhood surrounding the BART station. The site should create a visual and physical connection with the neighborhood through its architectural and site design, height and scale. In particular, we seek a development that considers the character and context of the neighborhood and steps down in height around the perimeter of the station to blend visually and physically with the residential neighborhood. Such a design honors a common theme of many of the designs submitted as part of the October 2018 visioning event. We also seek reasonable spacing between building, setback and greenery at the perimeter of the station.

The inclusion of green open space should serve as an amenity that enhances the neighborhood's sense of place. The greenway should be considered as a park/pedestrian/residential space and not as a commercial mall.

The streetscape design should strive to minimize neighborhood traffic and congestion impacts and support safe access to the station for all. Transportation demand management and other best practices should be used to reduce traffic and parking impacts in the surrounding neighborhood.

Environmental sustainability and universal access:

Reflect the City of Berkeley's commitment to reducing our carbon footprint and to green and healthy buildings, as expressed through Berkeley's Deep Green Building Plan and other green building goals. Buildings should incorporate all-electric designs and reduce parking for residents to the maximum extent possible.

To ensure universal access, regardless of age or ability, Universal Design should be considered for all elements of housing and of all other private and public spaces.

