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October 13, 2018

Office of Berkeley Mayor Arreguín  
2180 Milvia Street  
Berkeley, CA, 94704

Office of Berkeley Mayor Arreguín:

The Sierra Club supports the development of housing on the surface parking lots surrounding the North Berkeley BART Station bordered by Sacramento, Delaware, Acton and Virginia streets.

We recognize the need for infill, transit-oriented development, and affordable housing projects to make the Bay Area's Sustainable Communities Strategy a success; by containing sprawl, reducing emissions from vehicles, and reducing displacement pressures on low income populations. Building dense, affordable housing in the area directly surrounding a transit station will help achieve the Sierra Club's goal to encourage equitable development that supports walking, cycling, and transit ridership.

Here are important elements that should be prioritized in this development:

### **Increased Density**

We recommend that this development opportunity be used to increase residential density on the BART parking lots, which are located in an area that is transit-rich, but zoned for low density (single family and limited two-family residential).

The Sierra Club recommends that cities rezone land around transit stations to increase the feasibility of housing that includes affordable units.

### **Affordability**

We recommend that 100% of units built at this site be made affordable to extremely low, very low, low and moderate income households to address concerns of displacement. Should 100% affordable housing not be feasible, we advocate for the highest possible level of affordability that still allows a project to be built.

### **Station Access**

We recognize the need to prioritize housing over parking in transit-rich areas to address the severe need for affordable housing and encourage green modes of transit to reduce emissions from vehicles.

We recommend planning for alternative ways for people to access BART so as to minimize the need for parking while still encouraging people in the surrounding area/region to take BART. Station access should be provided by building proper infrastructure to encourage travel by foot, bicycle and public transit, with minimal parking. Solutions for people who can't walk or bike to and from the station due to distance, topography or other challenges should be considered and provided, as well as access for individuals with disabilities, including reserved accessible parking spaces and entrances.

### **Highest Green Standards**

We recommend that any new development be built to the highest green standards and include state of the art water and energy conservation measures. The City of Berkeley has adopted the [Berkeley Deep Green Building](#) framework, which new developments should encompass.

### **Community Input**

We defend the right of all residents, especially vulnerable and low-income communities and communities of color, to fully participate in the decision-making process to ensure that projects do not negatively impact environmental quality or risk pushing them out of their homes.

We look forward to working with you on the next steps of supporting the prioritization of affordable housing development on the surface parking lots surrounding the North Berkeley BART Station and request to be included as an interested stakeholder for this project.

Sincerely,

A handwritten signature in blue ink that reads "andy kelley". The signature is written in a cursive, lowercase style.

Chair, Northern Alameda County Group