

Alameda Berkeley Workshop — May 19, 2011

Plan Bay Area Participant Comment Sheet

Step 1: County Growth and Place Types

(A.) Thoughts and comments about **place types** in area closest to where you live or work and

MEETING	COMMENT
Alameda/Ber	Berkeley transit corridors, for example, San Pablo - Safety, noise, green space, storm water, trees UHI mitigations, reduce impermeable surfaces, cooling elements, how to walk and bike along a transit corridor
Alameda/Ber	Lake Merritt. Mixed apartments. Older homes. Transit Route.
Alameda/Ber	Build empty lots in proportion with neighborhood. Stop building high rises, ugly buildings in downtown!
Alameda/Ber	Small-house neighborhood south of Rockridge BART is great but could be more 2, 3,4-unit buildings
Alameda/Ber	Walnut Creek - suburban and suburban center - live; work - regional center, city center
Alameda/Ber	I live work in central/west Berkeley close to San Pablo Ave. Urban mod density (cohousing) neighborhood. University Ave @ San Pablo has everything! Walkable.
Alameda/Ber	Urban variety
Alameda/Ber	Transit centers are a good idea in theory but pose environmental justice issues when applied to redevelopment of some areas. NOT GOOD ENOUGH.
Alameda/Ber	No description available of urban areas that are primarily single family homes.
Alameda/Ber	Better access for walking and biking to a nearby mixed-use place type would be good. Also a designation for a neighborhood center something more fine grained would be good.
Alameda/Ber	Place type designations don't apply well.
Alameda/Ber	Transit centers are a good idea. In theory but pose environmental justice issues when applied to redevelopment of some areas.
Alameda/Ber	Fruitvale fits the Urban Neighborhood category very well. There are at least 10 bus lines in the area, plus the BART station; most heavy traffic forms on Int'l Blvd between Fruitvale and 35th Avenues, and there is a googol of mostly Hispanic businesses. It's a second downtown Oakland!
Alameda/Ber	More mix-use in downtown Oakland.
Alameda/Ber	Treasure Island should not be developed until transit has been planned and funded! How do we account for sea level rise? Why is 29 Suburban Center? If it is because people feel more safe in cars at night, then we should fix that.
Alameda/Ber	Transit Town Center, I have nearly all my needs provided in this center. Bridge point - San Mateo. Mariner's Island.
Alameda/Ber	Yes, I live near one of the areas identified (27) and work in Uptown near (24). Both redevelopment areas are right on. I live between Piedmont Ave and Temescal. The area is already there -- upcoming and near BART. Same as with Uptown. Public transit and eyes on street are needed near Jack London Square though.
Alameda/Ber	I live near Piedmont Ave, which is a mixed-use corridor. It has a large number of amenities/services to meet daily needs. Area could definitely become more dense, esp. along Piedmont Ave. (ex. build above retail shops). McArthur BART station is a huge opportunity site for new development and density.
Alameda/Ber	Place types should include natural resources that need to be protected from development.
Alameda/Ber	Map scale is difficult. Having said this, mixed use corridor excellent for my neighborhoods, both where I live and work.
Alameda/Ber	Improving, more mixed-use being built.
Alameda/Ber	Simplistic -- some are too similar. Lack of real ped and bike network.

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(B.) What are your priorities for conserving land in the county/region?

MEETING	COMMENT
Alameda/Ber	Non-expansion/annexing rural areas
Alameda/Ber	Work with East Bay Regional Parks to create more corridors adjacent to parkland. Create incentives (like Williamson Act) for greenbelt extensions. Make parks and open space more accessible to <u>all</u> people, so kids get out to nature and build support for open space BUT for all people (West Oakland, South Berkeley).
Alameda/Ber	Need more mini-parks reachable by walking paths in urban neighborhoods
Alameda/Ber	Preserve agricultural land, stop destroying the orchards and gardens. Develop where land not used, then build rapid transit there.
Alameda/Ber	1) wildlife habitat 2) farmland 3) backyards shared by a surrounding block of houses 4) urban parks 5) lots of pocket parks 6) private back yards
Alameda/Ber	Oakland Hills 13 corridor Berkeley hills - no build zones. Parks
Alameda/Ber	Make housing and retail/shops more dense but do NOT intrude on existing green areas + Berkeley Marina Park
Alameda/Ber	Conserve industrial spaces small and large. Usable green spaces - urban gardens, parks, farming and wildlife corridors. Keep wild places wild.
Alameda/Ber	Focus growth first where: -it will result in transit ridership, -It will improve J/H balance and proximity, - it will make for "sexy" areas that attract people to an urban lifestyle, especially where needed economically in Oakland. Please ensure investment in affordable housing, however, before driving up land values.
Alameda/Ber	Greenbelt
Alameda/Ber	Infill development. More intermodal and other transit (shuttles, etc)
Alameda/Ber	East Bay R Open Space District ahs done a fabulous job. I think all new or renovated developments should include parks/playgrounds for some percentage of the # of units or amount of business space. Just as a certain amount of parking is usually required, so should open space.
Alameda/Ber	Conserve open spaces that provide linkages for flora and fauna. Conserve high value ag. Invest in smaller scale open space and ag within urban areas.
Alameda/Ber	Why is this worded assuming my priority is to conserve land? Seems this presentation as a whole was designed only to give options consistent with direction the planning already being done is headed.
Alameda/Ber	EBRPD is doing a good job - but the map doesn't identify the west end of the former Alameda Air Station as open space or park, and it is nesting habitat for the Calif. Eastern.
Alameda/Ber	I would like to keep some open space. As I've been saying, open spaces provide refuge areas for relaxation, leave farmland for our food, and provide areas for silence.
Alameda/Ber	We need land conservation in addition to Bayside Fremont, in the city. In Oakland more land conservation <u>on</u> the Bay.
Alameda/Ber	Keep it in the urban core. Working small farm co-ops in East County food transported by electric rail.
Alameda/Ber	Rural land use in Alameda County is a high priority for land conservation. Transportation hubs should focus on town centers and new median density while preserving existing rural.
Alameda/Ber	The area is already urban and Oakland has some great park space in the hills. I think the addition of an urban community park here and there will get the job done.
Alameda/Ber	Create a more livable region with a strong local economy and sustainable treatment of our natural resources.
Alameda/Ber	Infill development and increased transit and active transportation.
Alameda/Ber	More density.
Alameda/Ber	Prohibit development on new land, then buy it.

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(C.) What resources do you think would be needed to support growth and high-quality development in your community?

MEETING	COMMENT
Alameda/Ber	More support for AC Transit
Alameda/Ber	1) Overriding view of healthy and equitable communities in this process 2) Do health and equity assessments before adopting any final plans (HIA, Social Equity Assessments) 3) Think about jobs, social cohesion and <u>WHO</u> will be living in the Bay Area in 2035 and 2050. 4) STRONG PUBLIC ENGAGEMENT AND OUTREACH - regional and local
Alameda/Ber	Segment funds for urban/low-income neighborhoods with poor health statistics and (illegible) safe places to walk and gather
Alameda/Ber	Let the people decide - stop running their lives! People reside according to their capabilities, money available and opportunities available. Make these opportunities available!
Alameda/Ber	PDA's are a great
Alameda/Ber	Encourage - i.e., Brower Ctr Developments co-spaces - housing, working, eco-villages with more affordable sustainable business, choices, small biz. Policy for affordable housing, green business, micro-enterprise requirements, BMR 4 AMI 50,60,80,120, 80% tops
Alameda/Ber	More bus routes and service - need to subsidize AC Transit. Increase cost of parking at BART to subsidize BART fares. Better street lighting and police presence to improve pedestrian safety. Avoid big box stores.
Alameda/Ber	Ensure creative/healthy choices and options. Flexibility for small biz dev (home/work) and affordable housing. Mitigate and improve areas of higher traffic/noise pollution/low income areas where close to families and seniors, schools. More gardens. Park. Make every bus stop safe, attractive, info-rich, for what's nearby and how to connect to jobs and services. Urban should = multi-use, multi-layered/flexible (illegible) people and natural ecologies.
Alameda/Ber	Bike lanes, affordable housing, reliable bus frequencies/predictable (AC Transit is shockingly ineffective), BRT and streetcar, grocery stores
Alameda/Ber	Need congestion pricing to get revenue. Local bus. Subsidized taxi.
Alameda/Ber	My community largely built out, so issue is redevelopment, not development.
Alameda/Ber	Help in dealing with social equity EJ issues
Alameda/Ber	1) Money (pays for upgrades to streets, buildings and transportation needs) 2) Public input (opinions on what should be paid for, and what takes priority over C30; feedback helps!)
Alameda/Ber	Bikeable, walkable, too much paved/cemented streetscapes.
Alameda/Ber	Medical, Daycare, Jobs, Food, Retail, Good Multiple Transit Modes.
Alameda/Ber	We need DESIRABLE commercial options so people come to Oakland to spend \$\$ here. We also need pedestrians and eyes on the street -- more bars, cafes, things open past 7:00 pm so that "normal" people are walking around the streets and encourage safety.
Alameda/Ber	Better and more frequent public transit: BRT, street cars, busses running more frequently (weekends, during day).
Alameda/Ber	1) Green Streets: multimodal, treat storm water, amenities for safety for bikes/peds, vibrant 2) Concentrate growth around transit centers. 3) Incent property owners to increase density, reduce driving & conserve natural resources. 4) Support a diversity of small local, business, goods and services local.
Alameda/Ber	1) Good community education process to open people's minds to the change that is on its way and should be planned for. 2) Transparent and inclusive local political process to build TRUST and good results.
Alameda/Ber	Education to explain the benefits of "Place Making".... What makes mixed use and density work.
Alameda/Ber	Transportation pricing reform - see other sheet.

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Plan Bay Area Participant Comment Sheet

Step 2: Transportation Investment Strategies

Comments about top transportation investment strategies

MEETING	COMMENT
Alameda/Ber	Focus on making neighborhoods (poor, low-income) more walkable, bikeable, more green space and mini-parks
Alameda/Ber	There must be other choices than planning other people's lives! Don't see these choices here.
Alameda/Ber	Do not invest in transportation options that do less well than AC Transit and BART with respect to volume and carbon footprint i.e., Berkeley Ferry will use more fuel per passenger than a single passenger SUV.
Alameda/Ber	I think F is more important than I because effective service is concentrated right now. More dispersed/tributary networks (i.e. AC Transit) have poor ridership, I think, because they are not predictably <u>on time</u> or frequent enough.
Alameda/Ber	Reduce GHG emissions or there won't be a future.
Alameda/Ber	Expand express buses within current destinations. Reliable transit will go a long way to getting people out of cars. Not enough time.
Alameda/Ber	I favor increasing funding for the most <u>cost</u> -effective and carbon efficient
Alameda/Ber	Effective = efficient. DEFINE
Alameda/Ber	Why is development so heavy in Berk/Oakland and not in "South County" (Fremont/Hayward)?
Alameda/Ber	Gondola under Bay Bridge for bikes and tourists. Safer and cheaper than a bike lane.
Alameda/Ber	Equity issues. More integrated transit options, efficiency, ease of use and equitable.

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Step 3: Policy Initiatives

Comments about top policy initiatives

MEETING	COMMENT
Alameda/Ber	Pricing and cash payments hurt the ability to get to and from work, as well as to find work. Especially in a tight job market where looking for a job is almost. Policies need to include stronger affordable housing, green/sustainable small business.
Alameda/Ber	Economic development should emphasize mixed use live and work nearby to decrease traffic/parking.
Alameda/Ber	Warehouse and industrial - these are good jobs for less educated people, but these jobs disappear b/c of land values in urban areas. They need public investment. Otherwise the only jobs for less educated people are retail.
Alameda/Ber	Not sure what else; need more time. Agree about economic development priorities of the discussion
Alameda/Ber	Economic development - only to extent that market will support.
Alameda/Ber	Too much congestion on streets like Shattuck and Telegraph forces traffic into neighborhoods
Alameda/Ber	Need more people in the (illegible). Better public spaces. Concern about LU alone/what to do with \$. Talk about return to source. Support for Trader Joe's. Need more public spaces. Integrate conservation into infrastructure. Focus on implementation/criteria. Standardize City requirements for developer. Regulations kill economics of development.
Alameda/Ber	In terms of 5 (Other pricing strategies) would have picked it if it had read: "For example, charge tolls on all express lanes." This initiative must also be linked to Economic Development.
Alameda/Ber	Policy Initiative 5 (Other Pricing Strategies) would not be good for people priced out of SF.
Alameda/Ber	In terms of 1 (New Requirements for Employers) remove "work from home" and focus on employees paying for transit costs with pre-tax dollars. This should be required. Make sure that this is easy and encouraged. Right now the way it works is unpleasantly a \$2 charge to auto-load Clipper cards and it's harder to have a bus pass and e-cash added to a card at once than payroll deduction.
Alameda/Ber	Look at whether the industrial sites are vacant or not, whether they can be rented. Some areas are doing well, other industrial areas are vacant. Encourage employers to seek office space near transit or in central urban areas.
Alameda/Ber	Support a strong local economy, diverse & livable urban centers. Incent property owners and transit users directly, not just through individual town politics or employers.
Alameda/Ber	These policies require transit and active transportation infrastructure. Penalizing auto use without providing decent alternatives won't work!
Alameda/Ber	Change A to read "Increase funding - using land use services (rents and houses for ecopass) - for most cost effective transit services." Limit on cost per revenue operating hour percent, e.g. most over \$75/bus revenue hour. Also, ????

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WILD CARDS

Step 2: Transportation Investment Strategies

Step 3: Policy Initiatives

MEETING	WILD CARD — Investment Strategies	WILD CARD — Policy Initiatives
Alameda/Ber	1) SAFETY VIOLENCE Prevention so people can walk and bike in <u>all</u> communities 2) transit hubs --> shuttles to workplaces 3) all schools have safe routes to schools	Find co-benefits. Change speed limit to 55 MPH Fwy/Hwy (not individual behavior) and 20 MPH within neighborhoods.
Alameda/Ber		Local agricultural space that supplies community-based healthy food establishments. Set aside agricultural space to supply new businesses dedicated to production of healthy meals by mom-pop (live in community) healthy food store cooked and uncooked. Also transit neighborhoods.
Alameda/Ber	1) Encourage eco-villages and shared /co-housing development and working spaces 2) Incentives for small green sustainable business in transit corridors	Regional fixed rate pass!
Alameda/Ber	Make bus stops better information rich, safe routes to public amenities and neighborhoods	Lower transit charge the more you use it in a day/month. Fixed fee for a day.
Alameda/Ber	Congestion pricing	
Alameda/Ber	1) Congestion pricing 2) (illegible)	Full (illegible)
Alameda/Ber		Revenue sharing across region.
Alameda/Ber		Tax/subsidy (perhaps through gas tax) for efficiency of car & amount of fuel driven.
Alameda/Ber	Effective transit system issue specific	Reduce congestion on major thoroughfares
Alameda/Ber	Add to H (Improve Bike and Ped Route) by including on the Bay Bridge and more bikes on BART.	
Alameda/Ber	Encourage all demographics to take public transit (make it appear safe and reliable)	
Alameda/Ber		Support land use policies that allow us to produce diverse goods & services within our own region.
Alameda/Ber	Raise gas tax (or blow up interstates).	
Alameda/Ber	Transferable development rights	Dedicate lands for buses and bikes to calm traffic.
Alameda/Ber	Have more design competitions to encourage specific & repeatable innovation to link transport with conservation	Use macrowiki-nomics philosophy. It's unfortunate there are not more <20 year olds here. (I'm not in that age group).
Alameda/Ber	Continue to encourage technology coordination across modes i.e., 511, carshare, Google, etc.	No cash-upfront for discount (illegible) transit users. Discounted rides the more you ride smart card reduces charge the more you rid in a month. More equitable for low-income folks.
Alameda/Ber	Increase funding for the most cost-effective and carbon-efficient transit. Would tend to be buses, not BART or ferries.	Fixed rate transit pass for MTC regional rail/bus.
Alameda/Ber	Solve the transit operations cost problem. Less cost & better funding.	1) Allow for more flex/multi-use zoning. 2) Resident/worker/local biz/industrial (urban ag/co-housing/co-working) 3) New fee on VMT and/or # cars registered + vehicle census <u>scorecard</u> . Give us regional/local tracking systems.
Alameda/Ber	Fund the non-transportation infrastructure (including schools) to support PDAs and GOAs.	Unbundle parking from housing.
Alameda/Ber		Full pricing/not these stupid express lanes.