

Communications

From: Pearson, Alene
Sent: Friday, August 26, 2022 4:21 PM
To: Pearson, Alene
Subject: express my thanks..

Hello Commissioners,

As you know, Grace Wu will be stepping into the role of Secretary to the Planning Commission as of the next meeting. I want to express my thanks for your support and partnership during my time in this position – I have really enjoyed the work and working with you.

And although I will no longer be meeting with you every month, I will still be following your meetings closely 😊.

If I can ever be of help, you know how to contact me!

Best,
Alene

Alene Pearson, AICP

Deputy Director, Planning and Development Department

City of Berkeley

apearson@cityofberkeley.info

510-981-7489

Communications

Subject: FW: Planning Commissioner Training thru IGL
Attachments: August Planning Commissioner Trainings- Northern & Southern CA; August Planning Commissioner Trainings- Northern & Southern CA.pdf

From: Pearson, Alene
Sent: Tuesday, July 26, 2022 4:49 PM
To:
Subject: Planning Commissioner Training thru IGL

Dear Commissioners,
Attached you'll find information on a free Planning Commissioner Training hosted by Institute for Local Government. Alameda County's training date is October 21, 2022. You must be a present Planning Commissioner (or Planning Commission staff) to pre-register and attend.
Best,
Alene

Alene Pearson, AICP
Deputy Director, Planning and Development Department
City of Berkeley
apearson@cityofberkeley.info
510-981-7489

Communications

From: Institute for Local Government <info+ca-ilg.org@ccsend.com>
Sent: Tuesday, July 26, 2022 4:31 PM
To: Pearson, Alene
Subject: August Planning Commissioner Trainings- Northern & Southern CA

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FOR NEW & SEASONED COMMISSIONERS

PLANNING COMMISSIONER TRAININGS

TRAINING TOPICS INCLUDE:

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Regional Planning Commissioner Trainings 2022-2023

*AUGUST TRAININGS for Planning Commissioners in
Alpine, Mono, Inyo, San Bernardino and Riverside Counties*

Communications
Planning Commission
September 7, 2022

ILG is hosting a series of regional planning commissioner trainings throughout the state in 2022 and 2023. These sessions are offered free of charge exclusively for city and county planning commissioners and designed to benefit both new and seasoned professionals.

The interactive training sessions help planning commissioners better understand:

- Role of a planning commission
- How to work effectively with staff and the governing board
- Effective community engagement
- CEQA basics
- Required planning documents
- Local planning challenges and opportunities

In each training session, we reserve time to network and discuss local planning challenges and opportunities, specific for each given region. These trainings are designed to give participants the opportunity to engage with experts in the field and learn from fellow planning commissioners about best practices, emerging trends and lessons learned.

All sessions will run from 9:30am to 4:00pm, with coffee and networking beginning at 9:00am. Please click on your region below for more information and to register. Must be a current planning commissioner or planning commission staff and pre-registered to attend.

Planning Commissioners who miss their county's training may attend a future session in a different county. Local Government agency staff not currently on a Planning Commission may attend these sessions if space allows. Priority is given first to Planning Commissioners and Planning Commission staff.

Please send an email to pctrainings@ca-ilg.org with any questions you may have.

UPCOMING TRAININGS:

- [Sonoma, Napa, Solano and Marin Counties, July 29, 2022](#)
- [Alpine, Mono and Inyo Counties, August 12, 2022](#)
- [San Bernardino and Riverside Counties, August 26, 2022](#)

ADDITIONAL TRAININGS:

- [Los Angeles County, September 12, 2022](#)
- [San Mateo and Santa Clara, October 7, 2022](#)
- [Humboldt, Mendocino and Lake Counties, October 14, 2022](#)
- [Alameda, Contra Costa San Francisco Counties, October 21, 2022](#)
- [Orange County, November 18, 2022](#)
- [Kern, Tulare, Kings and Fresno Counties, TBD 2023](#)
- [San Luis Obispo, Santa Barbara and Ventura Counties, TBD 2023](#)
- [Shasta, Trinity, Siskiyou, Lassen, Plumas, Modoc and Del Norte Counties, TBD 2023](#)
- [Tehama, Glenn, Butte, Colusa, Yuba and Sutter Counties, TBD 2023](#)

PAST TRAININGS:

- Sacramento and Yolo Counties, April 22, 2022
- El Dorado, Placer and Sierra Counties, April 29, 2022
- Calaveras, Tuolumne, Mariposa, Nevada and Amador Counties, May, 13, 2022
- Imperial County, June 16, 202
- San Diego, June 17, 2022
- Santa Cruz, San Benito and Monterey Counties, July 22, 2022

[Register Here](#)

These trainings are hosted by ILG in partnership with PlaceWorks and the California Department of Housing & Community Development.



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Communications

From: Matthew Lewis <matthew@matthewmlewis.com>
Sent: Tuesday, July 12, 2022 6:07 PM
To: Housing Element <HousingElement@cityofberkeley.info>
Subject: Comments on Berkeley Housing Element

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July 12, 2022

Grace Wu, Senior Planner
Planning and Development Department
City of Berkeley
1947 Center Street, Second Floor
Berkeley, CA 94704

Subject: City's Housing Element Exacerbates Harm to Human Health, Exposes Residents to Dangerous Street Conditions, and Fails to Affirmatively Further Fair Housing; Housing Must Be Located 500 Feet from Major Sources of Air Pollution, or the City Must Actively Mitigate Pollution

Dear Ms. Pearson,

I am writing with my comments on the city's Draft Sites Inventory for the 6th Cycle Berkeley Housing Element, presented to the Planning Commission on May 4, 2022. I appreciate the amount of time and effort that went into completing the inventory, and so it is with great disappointment that I must register my strong objections to what is clearly an illegal and, therefore, non-certifiable housing element.

Many other Berkeley residents have commented on the questionable nature of many of the sites in the inventory, and on the city's failure to locate zoning-compliant sites in Berkeley's historically exclusionary neighborhoods, which is itself a disqualifying factor for certification under AFFH. I will limit my comments to the sites the city has focused on for the majority of new housing, including very-low, low- and moderate-income units, which are primarily along the high-traffic corridors of San Pablo Avenue, University Avenue, and Shattuck Avenue.

In recent years, the city has had the opportunity to improve street safety and reduce pollution from traffic on two of these three major thoroughfares (Telegraph and San Pablo). Options included dedicated bus lanes, protected bike lanes, traffic calming and road diet interventions, bulb-outs and other pedestrian safety features, raised crosswalks, lower speed limits (made possible by recent state legislation), and more frequently signalized intersections. But rather than follow current best practices in street design, safety improvements, and pollution reduction, the city made political decisions to maintain current levels of car speed, traffic, and pollution.

These decisions are material to the city's sites inventory. Concentrating most new housing – particularly low-income and other subsidized housing – on high-speed traffic corridors presents numerous health and safety risks that the city is choosing to exacerbate with current practices. In essence, in exchange for locating virtually no new housing in wealthier, lower-density neighborhoods, the city is choosing to subject most of its future residents, particularly but not exclusively lower-income residents along San Pablo and University Avenues, to dangerous levels of air pollution and significant personal risk of traffic violence on the streets where their homes will be located.

The evidence about the detrimental human health effects of locating dense housing on busy traffic thoroughfares is robust. According to the [US Environmental Protection Agency](#):

Air pollutants from cars, trucks and other motor vehicles are found in higher concentrations near major roads. People who live, work or attend school near major roads appear to have an increased incidence and severity of health problems associated with air pollution exposures related to roadway traffic including higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death.

The [California Air Resources Board \(CARB\) has published technical guidance](#) for cities pursuing infill development on high-traffic corridors (such as San Pablo, University, and Telegraph):

The foremost strategy for reducing pollution exposure near high-volume roadways is to minimize traffic pollution in the first place. A key mechanism for this is the reduction of vehicle miles traveled (VMT). State legislation including Senate Bills 375 and 743, are specifically designed to facilitate VMT reductions from passenger cars by encouraging and facilitating the replacement of vehicle trips with walk, bike, and transit trips.

CARB's 2005 Land Use Handbook also recommended that residential uses (which is covered by "sensitive uses") not be physically located such that residents would be exposed to harmful pollutants:

The 2005 Land Use Handbook recommends that health protective distances (500 feet at minimum, if there is no site-specific information available) be implemented to separate sensitive uses from freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/ day.

San Pablo Avenue carries more than 100,000 vehicles per day, and so, under best practices to protect human health, should not have any new homes located within 500 feet without substantial mitigation measures to prioritize transit-only lanes, reduce dangerous vehicle speeds, enhance the safety of pedestrian and bicycle facilities, and reduce air pollution. [Alameda County has determined that San Pablo Avenue is a deadly/dangerous corridor](#) for people who travel by mode other than personal vehicle, and is in the process of designing safety enhancements for the cities that share a border with Berkeley:

Bicyclist- and pedestrian-involved collisions are overrepresented in the collision records along San Pablo Avenue relative to existing volumes (Figure 3). Most collisions along San Pablo Avenue occur in or near intersections (within 100 feet) (see High Injury Network shown in Figure 7 on pg. 5). Unsafe speed is a common collision factor between modes. This indicates a need for safety improvements focusing on intersections and intersection approaches to protect pedestrians and bicyclists as well as projects that reduce auto speeds.

But the [City of Berkeley opted out of these enhancements](#) and so will not be applying them to the section of San Pablo within its borders in the near future; while the city's political stance on San Pablo has changed, the timing of the improvements are not likely to coincide with the need for housing during the 6th RHNA cycle.

Based on the city's deliberate blockage of safety and transit interventions on San Pablo; its failure to implement any form of street safety or traffic/VMT reductions on University and Shattuck; and its blockage of street safety and transit interventions on Telegraph, it is entirely likely that the future residents along these high-traffic corridors will be exposed to even greater pollution and traffic hazards, as is the current policy of the City of Berkeley.

Knowingly exposing future residents to these unsafe and unhealthy conditions is counter to both the spirit and the letter of Affirmatively Furthering Fair Housing. In essence, the City of Berkeley is concentrating most of its proposed new housing sites in the 6th RHNA cycle along physically dangerous and highly polluted traffic corridors. The city's political failure to act to mitigate traffic hazards and air pollution should disqualify most of these sites from consideration, given the high health impacts – including permanent lung and developmental damage, severe injury, and death – that are the result of current traffic engineering standards and related management practices on these streets.

As mitigation and to correct these profound errors in its housing element, the city should consider either a) letting go of its oppositional stance on safe streets, transit, and clean air, and follow CARB best practices along these corridors to reduce air pollution and traffic hazards, or b) reducing its reliance on these corridors during the 6th cycle, and follow CARB technical guidance to locate most of its denser, lower and moderate-income housing in neighborhoods located at least 500 feet away from these high-hazard areas, so as to protect the health and safety of its residents.

Thank you very much for your consideration,

Matthew Lewis
Berkeley
District 3

CC:

Planning Commission

Alene Pearson, Deputy Director of Planning and Development

City of Berkeley Planning Commission

Communications

From: Pearson, Alene
Sent: Thursday, July 7, 2022 1:47 PM
To:
Subject: Public Comment on City of Berkeley Draft Housing Element Update

Dear Commissioners,

Thanks for your participation in last night's meeting. We really appreciate your thoughtful feedback on the referrals!

Below is information requested on how to provide comments on the draft Housing Element Update.

The public comment period ends on July 14, 2022.

Thanks for sharing with your networks.

Best,
Alene

Alene Pearson, AICP

Deputy Director, Planning and Development Department

City of Berkeley

apearson@cityofberkeley.info

510-981-7489

July 7, 2022

[View this message as a webpage](#)



Finding Solutions to Berkeley Housing Choices

Housing Element Update



One week left! Provide comments on the City of Berkeley's draft Housing Element.

The public review period for the draft Housing Element Update **closes next Thursday, July 14th.**

The draft Housing Element Update, sites inventory map, and appendices are available at <https://cityofberkeley.info/HousingElement>.

Berkeley Housing Element 2023-2031

To provide specific feedback or download a PDF copy, please use the drop down menu to select each section and click anywhere in the document to add a comment.

- [Berkeley Housing Element Public Draft](#)
- [Sites Inventory Map](#)
- [Appendix A. Publicly Assisted Housing](#)
- [Appendix B. Development Standards](#)
- [Appendix C. Sites Inventory](#)
- [Appendix D. Review of 5th Cycle](#)
- [Appendix E. Affirmatively Furthering Fair Housing \(AFFH\)](#)
- [Appendix F. Outreach and Engagement](#)

For general feedback on the Housing Element Update: <https://bit.ly/HEUGeneralFeedback>.

The Housing Element Update will serve as the City of Berkeley's housing plan for the next 8 years (2023-2031). It is an important opportunity for Berkeley's residents and stakeholders to come together on assessing

housing needs, identifying policy and resource priorities, and finding solutions to implement a wide range of housing choices.

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