

## Berkeley Climate Action Plan Public Comment Summary

Below is a *summary* of comments received on Berkeley's draft Climate Action Plan. The public comment period ran from January 28 – March 7, 2008. The comments were submitted through a variety of means, including:

- On-line at [www.BerkeleyClimateAction.org](http://www.BerkeleyClimateAction.org)
- Public workshops hosted by City Commissions and the Office of Energy & Sustainable Development
- Community meetings hosted by organizations such as the Sierra Club, League of Women Voters, Livable Berkeley, and the Bicycle Friendly Berkeley Coalition
- By email and post

A summary of the comments received will be included as an appendix to the revised version of the Berkeley Climate Action Plan. A revised version of the plan is scheduled for release in Fall 2008.

### **General Comments:**

- The plan offers a strong vision, but more specific implementation steps are needed, including implementation timeline, costs and cost/benefit, and potential sources of funding for the proposed strategies
- Use more action-oriented language...avoid "wishy-washy" terms
- Ensure that the CAP is consistent with or at least as aggressive as existing Berkeley policy documents such as the General Plan
- The CAP recommendations should be integrated into the General Plan
- More emphasis should be placed on the relationship between climate protection and social justice and jobs

### **Transportation and Land Use:**

- **Urban Density:**
  - Commit to density along transit corridors
  - Identify measurable objectives regarding reductions in vehicle-miles-traveled
  - Housing near transit is number one tool for reducing GHGs
  - City should seek to meet the target level for added housing outlined in the Regional Housing Needs Allocation process
  - Build transit-oriented development at Ashby BART and Berkeley Way parking lot
  - Implement zoning adjustments to facilitate housing in Southside and Downtown and other transit-served areas of the City
  - Emphasize the potential for re-use of existing building stock
  - Encourage in-fill development along transit corridors
  - Consider a reduction in business license fee or tax rebate based on a given company's distance from transit or willingness to purchase transit passes for employees
  - Allow more ancillary units on residential properties
  - Establish an upper limit to neighborhood density
- **Parking:**
  - Eliminate parking requirements for housing near transit
  - Implement parking maximums in Downtown and Southside
  - Raise parking rates
  - Peg permit parking fees to the fuel efficiency of the vehicle for which the permit is being purchased
  - Extend Residential Permit Parking citywide
  - Un-bundle housing and parking: Change zoning so that all parking spaces require separate payment and are not included in the rent or in the purchase price of a unit
  - Phase out monthly parking spaces in Center St. garage
  - Phase out parking spaces on street and city parking lots for City employees
- **Funding/Revenue for Transportation & Land Use Actions:**
  - Implement a congestion fee
  - Devote a portion of the Vista College mitigation funds to trip reduction efforts that encourage alternatives to the single-occupancy vehicle
  - Institute a gas tax

- Implement an added fee/tax on ownership of 2<sup>nd</sup>/3<sup>rd</sup> vehicles
- Assess a Transportation Services Fee on developers to fund trip reduction efforts
- **Public Transit:**
  - **Buses:**
    - **BRT:** Comments both for and against
    - Commit to installing “real-time” signage at AC Transit stops
    - Use AC Transit’s report, "Designing with Transit - Making Transit Integral to East Bay Communities, A Handbook for Elected Officials and Local Staff,” to guide City policy
    - Work with AC Transit to improve the flow of bus routes (i.e, better timed signals, eliminate unnecessary stop signs, etc.)
    - Consider a freeway bus service, with stops along the freeway
    - Urge AC Transit to purchase more fuel efficient buses and to utilize low-carbon fuels
    - Urge AC Transit to diversify its fleet size
  - Fund Eco-pass for Berkeley residents/businesses
  - Create transit specifically for hills (shuttle)
  - Design shuttle systems for additional City neighborhoods and shopping districts
  - Bring back electric street cars
  - Better integrate existing transit agencies and opportunities
  - Urge regional transit providers to provide a discount on advance purchases of long-term transit passes
  - Promote Amtrak (Berkeley Amtrak Station) as a viable means of transit
- **Alternative Fuels:**
  - Create more charging stations for electric vehicles
  - Factor in the full lifecycle impact of bio-fuels before endorsing
  - Offer free parking for electric and other alternatively-fuelled vehicles
  - Create better signage for existing Center St. Garage charging station and ensure that non-electric vehicles do not block access
  - Include 110 volt outlets for future charging stations (which is suitable for many existing electric vehicles)
  - Purchase plug-in hybrids for City fleet
- **Bicycling:**
  - Bicycle safety should be a number 1 priority in the CAP...focus on making bicycle boulevards safer for families
  - Specifically address safety of crossing San Pablo Ave. and other major corridors on a bicycle
  - Identify a high-visibility bike project, i.e., close a stretch of Milvia to cars
  - Establish bicycle rental stations in the hills
  - Eliminate stop signs at traffic circles on bicycle boulevards
  - Devote one lane on Dwight Way, Claremont, MLK Way, and Cedar Street to bicyclists
  - Promote Berkeley Bide/Pedestrian bridge
  - Promote bicycle cabs and bicycle trailers
- **Other:**
  - Prioritize accessibility for elderly/disabled
  - Create monthly car free day
  - Revise inventory methodology to include I-80 and VMT outside of City boundaries

### **Zero Waste:**

- Plan should include an assessment of City’s progress toward achieving its Zero Waste goal
- Enhance capacity to process recyclables/compost locally
  - Transfer Station Rebuild: This will add processing capacity
  - Install an anaerobic digester
- Address City rate structure issues to better incentivize recycling/composting
- Create friendly competition around recycling
- Sustain BUSD recycling activities

- Emphasize reducing waste at its source
  - Extended producer responsibility
  - Increase education and outreach
- Ban plastic bags (including dry cleaner plastic bags)
- Encourage restaurants to use compostable take-out items
- Promote repair shops and tool lending library as a way to reduce consumption/waste

### **Building Energy Use:**

- **Renewable Energy:**
  - Move forward on Community Choice Aggregation (use the term ‘Community Choice Energy’ instead)
  - Consider cooperative purchasing of solar power, whereby community members pool their purchasing power to get discounted rates on solar energy
  - Protect solar access for residential and commercial buildings
  - Create a wind energy park at the Berkeley marina
  - Create a centralized solar energy installation that feeds into the grid
  - Renewable energy should have its own chapter in the plan
  - City should encourage school district to put solar on all its schools
- **Rental properties:**
  - Require energy/waste audits in tenant-occupied units
  - Focus solar incentives on multi-unit buildings
  - Explore district energy for groups of multi-unit buildings
  - Focus outreach on making rental units more efficient
  - Identify and address additional barriers to reducing energy consumption in rental units (other than the split incentive barrier)
- **Water & Energy:**
  - Include specific strategies that reduce water consumption in urban areas
  - More explicitly make the connection between water consumption, energy, and GHG emissions
  - Require aggressive water conservation in all new buildings
  - Implement water recycling and grey water efforts throughout the City of Berkeley
  - Encourage composting toilets citywide
- **Other Building Energy Use Comments:**
  - Set a goal to achieve net-zero energy consumption in new Berkeley buildings by 2020
  - Implement the City’s sustainable energy financing district program
  - Grant developers exemption from certain zoning requirements if they achieve a certain level of green building
  - Require that all developers submit a “net-zero energy plan” for all new construction
  - Establish a maximum carbon per square foot ratio for new construction
  - Promote the preservation and adaptive reuse of existing buildings

### **Green Space, Trees & Urban Gardening:**

- Encourage more urban green space/access to nature and community/neighborhood gardens
- City should work to increase number of street trees in Berkeley
- New buildings and developments should be accompanied by full street tree coverage
- Enact an “open space assessment fee” on new development in order to pay for the cost of creating additional green space in and around Berkeley
- Enact zoning ordinance amendments that promote green roofs
- Preserve green space in the region by purchasing conservation easements

### **Adaptation & Peak Oil:**

- City should use, and encourage private property owners to use sustainable landscaping techniques that conserve water and require less energy to maintain

- City should better prepare for disruptions in oil supply and skyrocketing oil prices
- Adopt the “Oil Depletion Protocol,” which would commit the City to reducing oil consumptions and GHG emissions from oil consumption by 3% per year
- **Localize:** Highlight options for reducing “indirect” emissions, such as those that result from the transport of goods
- City should create more flood control measures in anticipation of rising sea levels
- Refer to East Bay Municipal Utility District’s most recent Water Supply Management Plan for statistics regarding impacts of climate change on water supply
- Build more effective storm water management and flood water control systems
- Restore and enhance riparian and wetland habitats
- Prohibit or minimize new impermeable surfaces and use permeable pavement where possible

#### **Education & Outreach:**

- Emphasize climate education in schools
- Create more resources that promote individual/household level action
- Establish a competitive grant program to fund art projects on the topic of climate change
- Plan a “Car-free Carnival” to celebrate alternative modes of transportation
- Integrate Peak Oil information into climate action outreach

#### **Revenue/Funding Sources:**

- **Institute a carbon tax:** Use the revenue to fund GHG-reduction initiatives
- Create a residential carbon market in which above-average utility consumers are charged a surcharge that the utility could then pass on to below-average users, either in the form of a rebate on their bill or an actual check

#### **Other:**

- Update the climate plan at least every two years
- **PG&E Emissions Factor:** Distinguish between average and marginal emissions factor
- More clearly state the assumptions that were used in estimating the GHG emissions forecast of Berkeley emissions
- **UCB & LBNL:** Emphasize coordination with these institutions and include their GHG emissions in the community-wide GHG inventory
- Coordinate local efforts with the State’s implementation of AB 32