



City Council

Mike Anderson, Mayor
Don Tatzin, Vice Mayor
Brandt Andersson, Council Member
Mark Mitchell, Council Member
Traci Reilly, Council Member

July 15, 2013

Ms. Amy Worth, Chair
Metropolitan Transportation Commission
Joseph P. Bort Metrocenter
101 Eighth Street
Oakland, CA 94607-4770

Mr. Mark Luce, President
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94607-4756

Subject: *Plan Bay Area*

Dear Chair Worth and President Luce:

Thank you for the ongoing opportunity to comment on *Plan Bay Area* ("Plan"), the 2040 jobs and housing numbers and Place Type Designations. In May, Lafayette had requested a reclassification of Lafayette's Priority Development Area ("PDA") from Transit Town Center to Transit Neighborhood. This request was based on the analysis developed for the 2012 Downtown Specific Plan which revealed that additional growth in Lafayette's downtown - even that envisioned in the existing General Plan - would result in substantial traffic impacts, increased congestion on Lafayette streets and degradation in the quality of life of downtown residents and patrons.

I would like to thank ABAG staff - Miriam Chion and Johnny Jaramillo in particular - for assisting us with the application for reclassification and for revising the Plan to reflect this change. While we are pleased that Lafayette's downtown is now a Transit Neighborhood, we are concerned with staff's comment that the amount of growth allocated to Lafayette will not be changed to reflect this reclassification in this Plan cycle. The designation of Transit Neighborhood is appropriate for Lafayette's downtown and we believe that we can achieve the housing goals while retaining the characteristics of a Transit Neighborhood. However, for the next four years, our jobs and housing allocation in the Plan will be disproportionately high when compared to what we can realistically accommodate as a Transit Neighborhood. It seems illogical to adopt a Plan in which the growth allocations are not commensurate with Place Type Designations. We request that you reduce Lafayette's growth allocation to reflect our new PDA classification of Transit Neighborhood.

I would also like to request confirmation of the following so that we can be assured that our General Plan rather than imposed mandates will guide our planning. These questions were raised in Lafayette's May 2013 letter to ABAG and MTC and no response has been received to date:

The growth projected for our PDA will be confined within the boundaries of our PDA/downtown. When speaking of a place type, the Plan refers to an increase in housing and jobs “within a ½ mile radius” of a transit station. Lafayette’s downtown/PDA is located entirely on the south side of Highway 24 and the BART station. Given the hilly terrain, land north of the freeway is zoned for low-density single family residential uses only. Please confirm that the ½ mile radius rule does not apply to Lafayette.

Jurisdictions retain the right to require environmental analysis for future projects within the PDAs.

Lafayette’s Downtown Specific Plan states that the environmental impacts of future development will be required and analyzed when making decisions. Please confirm that the Plan and EIR do not take away a local jurisdiction’s right to assess the environmental impacts of future growth. This right is needed because a project placed on a specific location may have different impacts on views and traffic, for example, than if the same project were placed a few blocks away.

I look forward to receiving a favorable response from you. Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'al', followed by a horizontal line.

Mike Anderson
Mayor

cc: Lafayette City Council