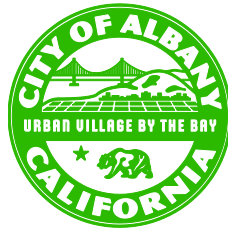


# EMAILS RECEIVED REGARDING AGENDA ITEMS

## CITY OF ALBANY, CALIFORNIA



ALBANY CITY HALL  
1000 SAN PABLO AVENUE  
ALBANY, CALIFORNIA 94706

*Agenda Item 10-2: Public Hearing  
Appeal of P & Z Decision for 1115 Neilson*

CITY COUNCIL MEETING  
JULY 1, 2019

**From:** [Kerstin Hellmann](#)  
**To:** [citycouncil](#)  
**Cc:** [Christopher Tan](#); [City Clerk](#); [Anne Hersch](#)  
**Subject:** BayNi - 1115 Neilson St. - City Council Hearing July 1, 2019  
**Date:** Wednesday, June 26, 2019 4:39:04 PM  
**Attachments:** [ACC Present\\_1115\\_Neilson St\\_KHArch\\_2019.06.25.pdf](#)  
[ACC 1115\\_NeilsonSt.ParkingCount\\_19.06.25\\_FINAL.pdf](#)

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Dear City Council members,

I am the applicant for my clients Mark Miura and Tanya Noda, the owners of 1111-1115 Neilson St. in Albany.

Enclosed is supplemental information, some of which I will briefly present at the hearing on July 1. We would like you to have a chance to review the second story count and the parking count be conducted ahead of the City Council meeting, since there will not be time to present in detail. Our goal is to provide some data to facilitate an informed discussion and show our interest in and responsiveness to the neighbors' concerns.

- 1) ACC Present\_1115\_Neilson St\_KHArch\_2019.06.25.pdf
  - Brief presentation of our project and responses to neighbor concerns raised at the Planning Commission hearing.
- 2) ACC 1115\_NeilsonSt.ParkingCount\_19.06.25\_FINAL.pdf
  - Documentation of the parking count we conducted over the past weeks. Link to the photographs related to 9 of our 10 counts for verification: [https://www.dropbox.com/sh/zacvndqd5rq43rw/AADUna28qXTLfP2jD8cq\\_sr-a?dl=0](https://www.dropbox.com/sh/zacvndqd5rq43rw/AADUna28qXTLfP2jD8cq_sr-a?dl=0)

Please don't hesitate to contact me with any questions you might have.

Sincerely,  
Kerstin Hellmann

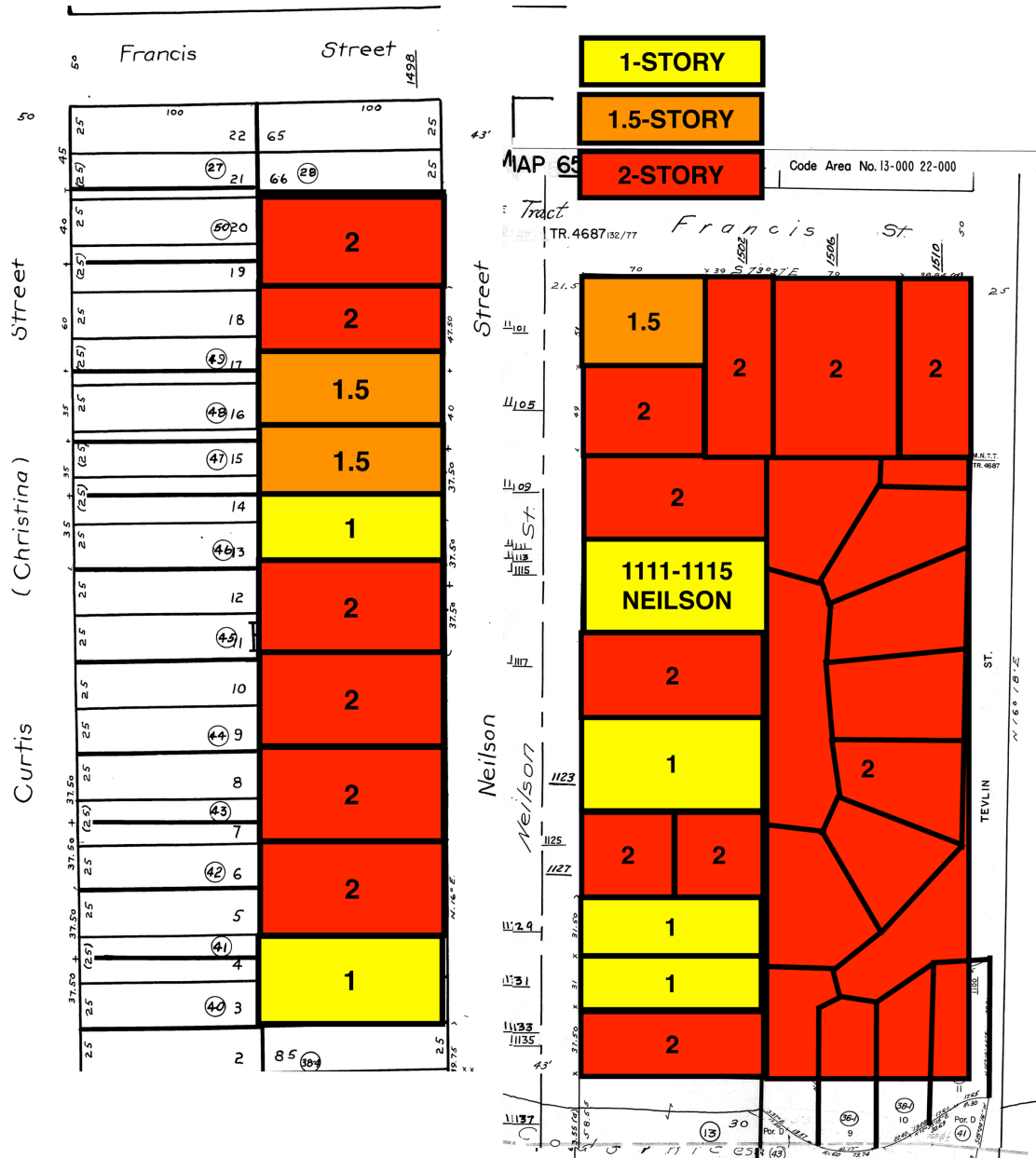
KERSTIN HELLMANN ARCHITECTURE • 953 WEST MACARTHUR BLVD OAKLAND CA 94608 • 510.706.4527  
• [hellmannarchitecture.com](http://hellmannarchitecture.com) • [houzz.com/kerstinhellmannarchitecture](http://houzz.com/kerstinhellmannarchitecture)

## 1111-1115 NEILSON ST. - CITY COUNCIL HEARING - JULY 1, 2019

Esteemed City Council members, my name is Kerstin Hellmann, I'm the architect and applicant for this project at 1111-1115 Neilson St.

1. Grant and Grace Noda bought the Neilson St. property in 1964. It was their first property and an important step to reestablish themselves after returning from internment. After moving to Davis, the family continued to offer affordable rental housing on this property
2. In response to our application, neighbors have complained about deferred maintenance.
  - a) Over the years, the property lacked a local property manager and maintenance was deferred. With Grant Noda now in his 90s, his grandson, Mark Miura, is stepping into the family business. His idea is to revitalize the property and better manage all three units by moving into the rear unit himself.
  - b) My client is proposing a significant investment in this property. The complete remodel, the updated courtyard and the new landscaping will be a benefit to both the tenants and the neighborhood.
3. During the design process we received some input from Vincent Labiano, the neighbor to the south, who is an architect and also the appellant, which we could not apply, because it did not take into account the existing architecture and best use of the property.
  - a) The neighbor to the north, who is most impacted by the addition, because of proximity and shading, is in full support of the project.
  - b) We presented the project at the monthly neighborhood meeting. At that time, the neighbors did not voice any significant concerns or strong opposition to the project. Two of the neighbor's recognized the positive impact this project will have.
4. At the planning commission hearing, the rear neighbors on Tevlin St. voiced strong concerns about our second story addition, even though they have 2-story homes themselves. To provide some facts we documented the 2-story buildings in the immediate neighborhood. **(MAP)**
  - a) We found there are:
    - 12 two-story properties (red)
    - 3 one and a half story properties (orange)
    - 6 Single-story properties (yellow)
  - b) All properties on Tevlin St. are 2-stories.

# 1111-1115 NEILSON ST. - STORY COUNT



5. At the planning commission hearing many neighbors voiced strong concerns about the parking impact of this project and the general lack of parking on Neilson St. To provide some facts, we have prepared a parking count over the past week. These are our findings:
  - a) This block of Neilson St., between Watkins and Francis, has 70+ on-street parking spots, not counting curb cuts. We counted morning, mid day & evening and took photographs. **(PHOTOGRAPHS)**
  - b) We found between 22 and 39 cars parked on the street, with 31-48 open spaces. In addition, 17-22 cars were parked in driveways. This means at any given time 53-64% of on-street parking spaces were empty.
  - c) The ample amount of parking helps passing cars to maneuver the narrow street. Empty spaces were distributed evenly throughout the block, with slightly more spaces mid block, just south of the subject property. Most houses had an empty parking spot or two on the street.

### NEILSON ST. PARKING COUNT - JUNE 12 to 23, 2019

		EMPTY SPACE	EMPTY SPACE AS % OF TOTAL	PARKED SPACE	# OF ON-STREET PARKING SPACES
1	WED JUN 12, 9:30 AM	40	57%	30	70
2	WED JUN 12, 2:30 PM	47	67%	23	70
3	WED JUN 12, 7:30 PM	45	64%	25	70
4	THU JUN 13, 2:30 PM	48	69%	22	70
5	THU JUN 13, 7:30 PM	36	51%	34	70
6	SAT JUN 15, 2:30 PM	39	56%	31	70
7	WED JUN 19, 9:40 PM	31	44%	39	70
8	THU JUN 20, 10:30 AM	43	61%	27	70
9	SAT JUN 22, 1:15 PM	46	66%	24	70
10	SUN JUN 23, 7:15 AM	33	47%	37	70
	<b>AVERAGE OF 3 MORNING COUNTS</b>	<b>39</b>	<b>55%</b>	<b>31</b>	<b>70</b>
	<b>AVERAGE OF 4 MIDDAY COUNTS</b>	<b>45</b>	<b>64%</b>	<b>25</b>	<b>70</b>
	<b>AVERAGE OF 3 NIGHT TIME COUNTS</b>	<b>37</b>	<b>53%</b>	<b>33</b>	<b>70</b>
	<b>AVERAGE OF TEN COUNTS</b>	<b>41</b>	<b>58%</b>	<b>29</b>	<b>70</b>

















I was an architect in Germany and came to UC Berkeley for the Master in Urban Design program. We studied and compared residential neighborhoods in the Bay Area to understand the qualities of livable neighborhoods. Neilson Street has many of these positive qualities like narrow street width, which naturally slows and discourages through traffic, street trees, attractive front yards, attractive houses with porches, narrow curb cuts and attractive garage doors, parks, schools and grocery stores in walking distance. I was also a resident of Albany for 8 years myself and know Neilson Street personally from having friends on this street. Neilson St. is a lovely street to live on and feels comfortable and safe. I hope the Neilson street neighbors will reconsider their opposition and welcome my clients back into this neighborhood.

Thank you.

**NEILSON ST. PARKING COUNT**

**JUNE 12 TO 23, 2019**

**BETWEEN FRANCIS ST. & WATKINS ST.**

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - WEDNESDAY JUN 12, 2019 9:30 AM**

HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1498 Francis					28	30	9:30
1100 Neilson				Francis St.			
1228				Watkins St.			
<b>SUBTOTAL</b>	0	0		<b>SUBTOTAL</b>	28	30	
					<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
				<b>TOTAL</b>	<b>40</b>	<b>30</b>	<b>70</b>

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - WEDNESDAY JUN 12, 2019 2:30 PM**

	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1	1498 Francis	0	0	Red curb				
2	1100 Neilson	2	0	2	Francis St.			
3	1102	2	0	2	1101	2	1	3
4	1104	0	1	1	1105	1	1	2
5	1106	2	0	2	1109	1	1	2
6	1108	2	0	2	1111-1115	1	0	1
7	1110	1	1	2	1117	1	1	2
8	1112	1	1	2	1123	1	1	2
9	1116	2	0	2	1125	2	0	2
10	1120	2	0	2	1127	Behind 1125		0
11	1130	1	1	2	1129	0	1	1
12	1190	2	0	2	1131	1	0	1
13	1196	0	1	1	1133	2	0	2
14	1200	2	0	2	1137	2	0	2
15	1202	0	1	1	1203	2	0	2
16	1204	0	1	1	1205	0	1	1
17	1206	0	1	1	1209	2	0	2
18	1208	2	0	2	1211	0	2	2
19	1212	1	1	2	1215	0	1	1
20	1216	1	1	2	1219	2	0	2
21	1220	1	0	1	1223	1	1	2
22	1226	0	1	1	1225	1	1	2
23	1228	1	0	1	Watkins St.			
	<b>SUBTOTAL</b>	<b>25</b>	<b>11</b>	<b>36</b>	<b>SUBTOTAL</b>	<b>22</b>	<b>12</b>	<b>34</b>
						<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
					<b>TOTAL</b>	<b>47</b>	<b>23</b>	<b>70</b>



**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - WEDNESDAY JUN 12, 2019 7:30 PM**

HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1498 Francis	0	0	Red curb		58	25	9:30
1100 Neilson				Francis St.			
1228				Watkins St.			
<b>SUBTOTAL</b>	0	0		<b>SUBTOTAL</b>	58	25	
					<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
				<b>TOTAL</b>	<b>45</b>	<b>25</b>	<b>70</b>

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - THURSDAY JUN 13, 2019 2:30 PM**

	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1	1498 Francis	0	0	Red curb				
2	1100 Neilson	2	0	2	Francis St.			
3	1102	1	1	2	1101	2	1	3
4	1104	0	1	1	1105	1	1	2
5	1106	2	0	2	1109	2	0	2
6	1108	1	1	2	1111-1115	1	0	1
7	1110	1	1	2	1117	1	1	2
8	1112	1	1	2	1123	1	1	2
9	1116	1	1	2	1125	2	0	2
10	1120	2	0	2	1127	Behind 1125		0
11	1130	2	0	2	1129	1	0	1
12	1190	2	0	2	1131	1	0	1
13	1196	1	0	1	1133	1	1	2
14	1200	1	1	2	1137	2	0	2
15	1202	0	1	1	1203	2	0	2
16	1204	0	1	1	1205	0	1	1
17	1206	1	0	1	1209	2	0	2
18	1208	2	0	2	1211	0	2	2
19	1212	2	0	2	1215	0	1	1
20	1216	1	1	2	1219	1	1	2
21	1220	1	0	1	1223	2	0	2
22	1226	0	1	1	1225	1	1	2
23	1228	1	0	1	Watkins St.			
	<b>SUBTOTAL</b>	<b>25</b>	<b>11</b>	<b>36</b>	<b>SUBTOTAL</b>	<b>23</b>	<b>11</b>	<b>34</b>
						<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
					<b>TOTAL</b>	<b>48</b>	<b>22</b>	<b>70</b>

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - THURSDAY JUN 13, 2019 7:30 PM**

	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1	1498 Francis	0	0	Red curb				
2	1100 Neilson	0	2	2	Francis St.			
3	1102	0	2	2	1101	1	2	3
4	1104	0	1	1	1105	2	0	2
5	1106	1	1	2	1109	0	2	2
6	1108	1	1	2	1111-1115	1	0	1
7	1110	2	0	2	1117	1	1	2
8	1112	2	0	2	1123	1	1	2
9	1116	1	1	2	1125	1	1	2
10	1120	1	1	2	1127	Behind 1125		0
11	1130	0	2	2	1129	1	0	1
12	1190	0	2	2	1131	1	0	1
13	1196	0	1	1	1133	1	1	2
14	1200	2	0	2	1137	2	0	2
15	1202	0	1	1	1203	2	0	2
16	1204	0	1	1	1205	0	1	1
17	1206	1	0	1	1209	2	0	2
18	1208	1	1	2	1211	0	2	2
19	1212	1	1	2	1215	0	1	1
20	1216	0	2	2	1219	1	1	2
21	1220	1	0	1	1223	2	0	2
22	1226	1	0	1	1225	2	0	2
23	1228	0	1	1	Watkins St.			
	<b>SUBTOTAL</b>	<b>15</b>	<b>21</b>	<b>36</b>	<b>SUBTOTAL</b>	<b>21</b>	<b>13</b>	<b>34</b>
						<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
				<b>TOTAL</b>		<b>36</b>	<b>34</b>	<b>70</b>

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - SATURDAY JUN 15, 2019 2:30 PM**

	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1	1498 Francis	0	0	Red curb				
2	1100 Neilson	1	1	2	Francis St.			
3	1102	1	1	2	1101	1	2	3
4	1104	1	1	2	1105	2	0	2
5	1106	0	1	1	1109	1	1	2
6	1108	1	1	2	1111-1115	1	0	1
7	1110	1	1	2	1117	1	1	2
8	1112	1	1	2	1123	1	1	2
9	1116	2	0	2	1125	1	1	2
10	1120	1	1	2	1127	Behind 1125		0
11	1130	2	0	2	1129	0	1	1
12	1190	0	2	2	1131	1	0	1
13	1196	1	0	1	1133	2	0	2
14	1200	2	0	2	1137	1	1	2
15	1202	0	1	1	1203	1	1	2
16	1204	0	1	1	1205	0	1	1
17	1206	0	1	1	1209	1	1	2
18	1208	2	0	2	1211	0	2	2
19	1212	0	2	2	1215	0	1	1
20	1216	2	0	2	1219	1	1	2
21	1220	0	1	1	1223	2	0	2
22	1226	1	0	1	1225	2	0	2
23	1228	1	0	1	Watkins St.			
	<b>SUBTOTAL</b>	<b>20</b>	<b>16</b>	<b>36</b>	<b>SUBTOTAL</b>	<b>19</b>	<b>15</b>	<b>34</b>
						<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
					<b>TOTAL</b>	<b>39</b>	<b>31</b>	<b>70</b>

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - WEDNESDAY JUN 19, 2019 9:40 PM**

	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1	1498 Francis	0	0	Red curb				
2	1100 Neilson	0	2	2	Francis St.			
3	1102	0	2	2	1101	0	3	3
4	1104	2	0	2	1105	0	2	2
5	1106	0	1	1	1109	1	1	2
6	1108	0	2	2	1111-1115	1	0	1
7	1110	2	0	2	1117	0	2	2
8	1112	1	1	2	1123	2	0	2
9	1116	1	1	2	1125	2	0	2
10	1120	2	0	2	1127	Behind 1125		0
11	1130	2	0	2	1129	0	1	1
12	1190	0	2	2	1131	1	0	1
13	1196	1	0	1	1133	0	2	2
14	1200	1	1	2	1137	2	0	2
15	1202	0	1	1	1203	2	0	2
16	1204	0	1	1	1205	0	1	1
17	1206	0	1	1	1209	1	1	2
18	1208	2	0	2	1211	0	2	2
19	1212	0	2	2	1215	0	1	1
20	1216	1	1	2	1219	0	2	2
21	1220	0	1	1	1223	0	2	2
22	1226	1	0	1	1225	2	0	2
23	1228	1	0	1	Watkins St.			
	<b>SUBTOTAL</b>	<b>17</b>	<b>19</b>	<b>36</b>	<b>SUBTOTAL</b>	<b>14</b>	<b>20</b>	<b>34</b>
						<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
					<b>TOTAL</b>	<b>31</b>	<b>39</b>	<b>70</b>

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - THURSDAY JUN 20, 2019 10:30 AM**

	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1	1498 Francis	0	0	Red curb				
2	1100 Neilson	0	2	2	Francis St.			
3	1102	0	2	2	1101	3	0	3
4	1104	2	0	2	1105	1	1	2
5	1106	1	0	1	1109	0	2	2
6	1108	0	2	2	1111-1115	1	0	1
7	1110	2	0	2	1117	1	1	2
8	1112	1	1	2	1123	2	0	2
9	1116	2	0	2	1125	2	0	2
10	1120	2	0	2	1127	Behind 1125		0
11	1130	2	0	2	1129	0	1	1
12	1190	2	0	2	1131	1	0	1
13	1196	1	0	1	1133	0	2	2
14	1200	2	0	2	1137	1	1	2
15	1202	1	0	1	1203	2	0	2
16	1204	0	1	1	1205	0	1	1
17	1206	1	0	1	1209	1	1	2
18	1208	2	0	2	1211	2	0	2
19	1212	1	1	2	1215	0	1	1
20	1216	1	1	2	1219	2	0	2
21	1220	0	1	1	1223	0	2	2
22	1226	0	1	1	1225	0	2	2
23	1228	1	0	1	Watkins St.			
	<b>SUBTOTAL</b>	<b>24</b>	<b>12</b>	<b>36</b>	<b>SUBTOTAL</b>	<b>19</b>	<b>15</b>	<b>34</b>
						<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
					<b>TOTAL</b>	<b>43</b>	<b>27</b>	<b>70</b>

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - SATURDAY JUN 22, 2019 1:15 PM**

	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1	1498 Francis	0	0	Red curb				
2	1100 Neilson	1	1	2	Francis St.			
3	1102	1	1	2	1101	3	1	4
4	1104	1	1	2	1105	0	1	1
5	1106	1	0	1	1109	1	2	3
6	1108	1	1	2	1111-1115	1	0	1
7	1110	2	0	2	1117	1	1	2
8	1112	1	1	2	1123	1	0	1
9	1116	1	1	2	1125	2	2	4
10	1120	2	0	2	1127	Behind 1125		0
11	1130	2	0	2	1129	0	1	1
12	1190	2	0	2	1131	1	0	1
13	1196	1	0	1	1133	2	0	2
14	1200	2	0	2	1137	1	1	2
15	1202	0	1	1	1203	2	0	2
16	1204	0	1	1	1205	0	1	1
17	1206	1	0	1	1209	0	2	2
18	1208	1	1	2	1211	1	2	3
19	1212	1	1	2	1215	0	1	1
20	1216	2	0	2	1219	1	1	2
21	1220	1	0	1	1223	2	0	2
22	1226	1	0	1	1225	1	0	1
23	1228	1	0	1	Watkins St.			
	<b>SUBTOTAL</b>	<b>26</b>	<b>10</b>	<b>36</b>	<b>SUBTOTAL</b>	<b>20</b>	<b>16</b>	<b>36</b>
						<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
					<b>TOTAL</b>	<b>46</b>	<b>26</b>	<b>72</b>

**NEILSON ST. PARKING COUNT - NORTH TO SOUTH - SUNDAY JUN 23, 2019 7:15 AM**

	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT	HOUSE NUMBER NEILSON STREET	EMPTY SPACE	PARKED SPACE	AVAILABLE PARKING SPACES PER LOT
1	1498 Francis	0	0	Red curb				
2	1100 Neilson	0	2	2	Francis St.			
3	1102	0	2	2	1101	2	1	3
4	1104	1	1	2	1105	1	1	2
5	1106	1	1	2	1109	0	2	2
6	1108	1	1	2	1111-1115	1	0	1
7	1110	1	1	2	1117	1	1	2
8	1112	1	1	2	1123	2	0	2
9	1116	1	1	2	1125	0	2	2
10	1120	1	0	1	1127	Behind 1125		0
11	1130	1	1	2	1129	0	1	1
12	1190	1	1	2	1131	1	0	1
13	1196	1	0	1	1133	2	0	2
14	1200	1	1	2	1137	1	1	2
15	1202	0	1	1	1203	2	0	2
16	1204	0	1	1	1205	0	1	1
17	1206	0	1	1	1209	0	2	2
18	1208	1	1	2	1211	0	2	2
19	1212	0	2	2	1215	0	1	1
20	1216	0	2	2	1219	1	1	2
21	1220	1	0	1	1223	2	0	2
22	1226	1	0	1	1225	2	0	2
23	1228	1	0	1	Watkins St.			
	<b>SUBTOTAL</b>	<b>15</b>	<b>21</b>	<b>36</b>	<b>SUBTOTAL</b>	<b>18</b>	<b>16</b>	<b>34</b>
						<b>EMPTY SPACE</b>	<b>PARKED SPACE</b>	<b>TOTAL SPACES</b>
					<b>TOTAL</b>	<b>33</b>	<b>37</b>	<b>70</b>



## NEILSON ST. PARKING COUNT - JUNE 12 to 23, 2019

		EMPTY SPACE	EMPTY SPACE AS % OF TOTAL	PARKED SPACE	# OF ON-STREET PARKING SPACES
1	WED JUN 12, 9:30 AM	40	57%	30	70
2	WED JUN 12, 2:30 PM	47	67%	23	70
3	WED JUN 12, 7:30 PM	45	64%	25	70
4	THU JUN 13, 2:30 PM	48	69%	22	70
5	THU JUN 13, 7:30 PM	36	51%	34	70
6	SAT JUN 15, 2:30 PM	39	56%	31	70
7	WED JUN 19, 9:40 PM	31	44%	39	70
8	THU JUN 20, 10:30 AM	43	61%	27	70
9	SAT JUN 22, 1:15 PM	46	66%	24	70
10	SUN JUN 23, 7:15 AM	33	47%	37	70
	AVERAGE OF 3 MORNING COUNTS	39	55%	31	70
	AVERAGE OF 4 MIDDAY COUNTS	45	64%	25	70
	AVERAGE OF 3 NIGHT TIME COUNTS	37	53%	33	70
	AVERAGE OF TEN COUNTS	41	58%	29	70

**From:** [Anne Hersch](#)  
**To:** [Eileen Harrington](#); [Anne Hsu](#)  
**Cc:** [Christopher Tan](#)  
**Subject:** FW: Parking Reduction at 1115 Neilson Street  
**Date:** Thursday, June 27, 2019 9:29:27 AM  
**Attachments:** [image003.png](#)  
[image004.png](#)

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Can you please forward to the full Council?

Thanks!

ANNE L. HERSCH, AICP  
PLANNING MANAGER | CITY OF ALBANY, CA  
(510) 528-5765 direct  
(510) 524-9359 fax  
E-Mail: [ahersch@albanyca.org](mailto:ahersch@albanyca.org)  
<http://www.albanyca.org/>

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**From:** Christopher Tan <[ctan@albanyca.org](mailto:ctan@albanyca.org)>  
**Sent:** Thursday, June 27, 2019 9:26 AM  
**To:** Anne Hersch <[ahersch@albanyca.org](mailto:ahersch@albanyca.org)>  
**Subject:** FW: Parking Reduction at 1115 Neilson Street

I just received this today.

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**From:** carol min <[carolmin@yahoo.com](mailto:carolmin@yahoo.com)>  
**Sent:** Thursday, June 27, 2019 7:58 AM  
**To:** Christopher Tan <[ctan@albanyca.org](mailto:ctan@albanyca.org)>  
**Subject:** Parking Reduction at 1115 Neilson Street

Regarding the July 1 City Council Meeting appeal of PA19-022 Design Review and Parking Reduction at 1115 Neilson Street,

As a neighbor of the 1115 Triplex, I would like to express my support for the project going forward as planned with two garages and two tandem off-street parking spaces for the following reasons:

1. A simple parking design should prevail over an expensive concrete parking structure

Given the dimensions of this narrow lot, the only obvious design solution to creating 3 parking spaces without tandem parking is to dig out an underground parking structure at an unreasonable monetary and environmental expense. The current open courtyard design would not be an option and the project would turn into a traditional apartment complex with parking bunker underneath.

[People Over Parking](#)



## People Over Parking

There is an evolving understanding that urban lifestyles are changing, traditional parking ratios are outdated, ...

### 2. Nobody uses their garage for parking

Most of the neighborhood (including nearly ALL those who signed the anti-triplex petition) have 2-4 cars per household and park in their own cars in off-street spaces or on the street while using their garage for storage. Not sure why they expect the triplex inhabitants to act differently. A UCLA study showed 70-80% of Seattle's garages are used for non-car storage. Odds are that a redesign my just favor the creation of a giant storage locker whereas the current design allows for two off-street spaces which are more likely to be used as parking.

### 3. Progressive cities with public transit are waking up and getting rid of parking ratios

Many progressive cities including San Francisco, have done away with outdated parking ratios. We are not Orange County or Orinda - we are a city on a transit corridor. Let's stop fixating on outdated building codes and encourage the type of higher density housing this project represents.

[Parking guru Donald Shoup has 3 new recommendations for cities](#)



## Parking guru Donald Shoup has 3 new recommendations for cities

In a new book, the UCLA professor suggests dropping off-street parking

requirements, changing metered pricing an...

I hope the Albany City Council can see the precedent recommending a redesign of this building would set and votes to let the current design move forward.

Thank you for your consideration.

Carol Min  
1101 Neilson St  
510-984-8185

**From:** [carol min](#)  
**To:** [Christopher Tan](#); [Anne Hersch](#)  
**Subject:** 1111/1113/1115 triplex  
**Date:** Tuesday, April 02, 2019 11:55:00 PM

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Hello Christopher and Ann,

I am in full support of the triplex plan at 1111/1113/1115. This is the type of small scale multifamily dwelling near public transit which has the potential to make Albany more green, livable and economically equitable. San Francisco recently abolished minimum parking requirements. I hope Albany understands the importance of this paradigm shift and rejects demands for a facade of garage doors or environmentally damaging and expensive excavation for the sake of a single parking space. Please let this triplex design proceed with an open courtyard design, modest dwellings **and** pre-existing parking spaces.

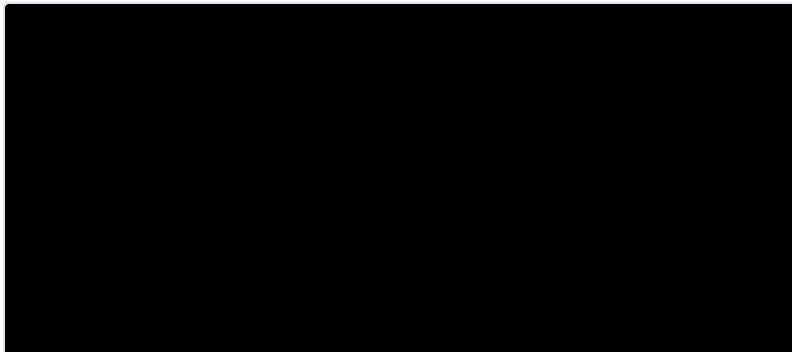
Let's choose the environment and people over cars and cement. I have included an article below from Livable City by Tom Radulovich.

Respectfully,

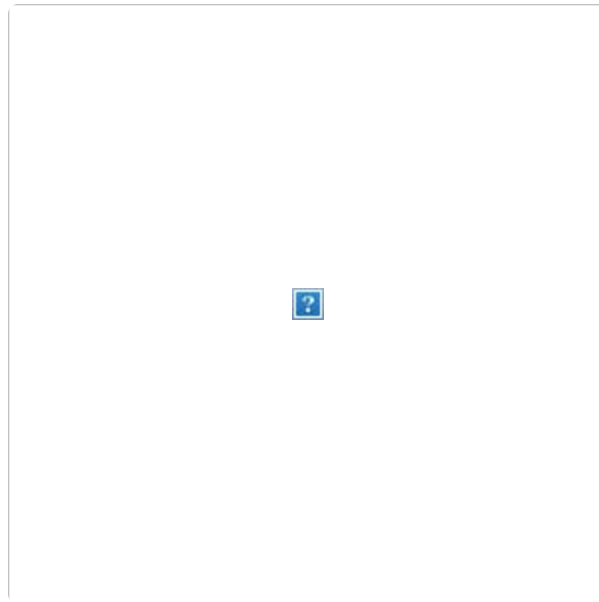
Carol Min  
1101 Neilson St  
Albany  
510-984-8185

***San Francisco removes minimum parking requirements citywide***

BY [TOM](#) · JANUARY 4, 2019



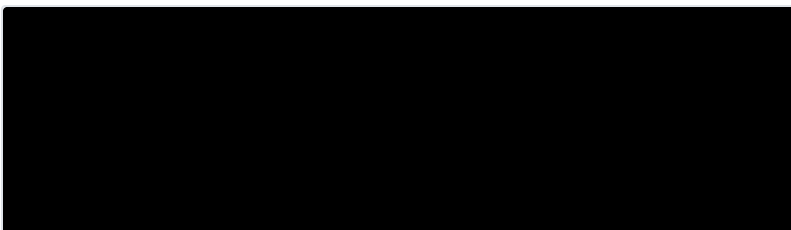
Tom, Author at Livable City




*On December 21, the Mayor signed Supervisor Jane Kim’s ordinance eliminating minimum parking requirements citywide. The ordinance goes into effect on January 20.*

*In October, the City’s Planning Commission unanimously recommended removing citywide parking requirements as part of their review of legislation to limit new driveways along the City’s most important transit, walking, and cycling streets. Given the choice of adding more caveats to the Planning Code’s parking exceptions or eliminating minimums, the commission opted to recommend doing away completely with minimum requirements. Supervisor Kim agreed to act on their strong recommendation. The legislation was heard twice at the Board of Supervisors’ Land Use and Transportation Committee, with City and Bay Area environmental, sustainable transportation, and housing advocates – Livable City, Walk San Francisco, SF Bicycle Coalition, Transform, SPUR, Housing Action Coalition, and YIMBY Action – testifying in favor of the legislation, along with the City’s Planning Department, SFMTA, and Transportation Authority. At the full board, supervisors Kim, Brown, Mandelman, Peskin, Ronen, and Tang voted in favor.*

*Recent research continues to confirm what wise urbanists and planners have known for decades. Minimum parking requirements increase auto traffic in cities, and with it pollution and congestion. Minimum parking requirements make cities less healthy and less sustainable. Private cars are now [the largest source of greenhouse gases in California, and an increasing one](#). Minimum parking requirements make housing more expensive to build, to rent, and to buy. Minimum parking requirements replace storefronts, walk-up housing, front gardens, and street trees with garage doors and driveways, making our neighborhoods and sidewalks less safe, less accessible, less green, and less appealing for people walking, cycling, and riding transit, particularly seniors, children, and people with disabilities.*





## California has a climate problem, and its name is cars


David Roberts

Further decarbonization means wrestling with transportation.

*Minimum parking requirements are an anachronism, a relic of the post-World War 2 project to retrofit walkable, compact, and transit-rich cities like San Francisco for domination by the automobile. The automobile-obsessed planning of that era imposed parking requirements, bulldozed freeways through city centers and urban neighborhoods, narrowed sidewalks and widened neighborhood streets into traffic sewers, tore up streetcar tracks, and displaced homes and businesses to build parking lots and garages.*

*That 1950s project was disastrous for cities, and citizens rose up to reclaim their streets and neighborhoods. San Francisco's freeway revolt from 1959 to 1966 stopped urban freeway construction, and the City removed the earthquake-damaged Embarcadero and Central freeways after the 1989 quake. In the 1960s San Franciscans voted to build BART and the Muni Metro under Market Street, and later voted to rebuild streetcar lines, extend Caltrain, and expand and improve bus and ferry service. In the 1970s, the city began successful experiments with neighborhood traffic-calming, and started to install bicycle lanes in the 1990s. For decades the City has embraced, and affirmed and reaffirmed at the ballot box, a transit-first policy and a multi-modal transportation strategy that invests in transit, walking, and cycling and seeks to keep auto traffic in check.*

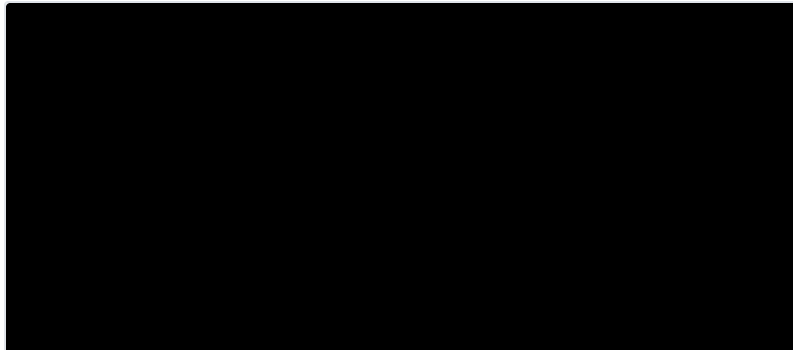
*Minimum parking requirements are incompatible with the livable, walkable, green, and sustainable urban future that San Franciscans prefer. Since the 1970s, [the City has chipped away](#) at the strict minimum parking requirements imposed in the 1950s, first Downtown and then outwards along some of the City's many bus and rail corridors. The incremental approach has been successful. Neighborhood plans removed parking requirements in some places, while Livable City has worked with Supervisors to remove minimum requirements in many more neighborhoods, and for specific uses and circumstances. In 2007 voters overwhelmingly rejected Proposition L, which would have re-imposed minimum parking requirements outside the Downtown. In the past few years, the City has exempted accessory dwelling units and projects with increased affordability from minimum requirements citywide.*



## A Brief History of Parking in San Francisco - Livable City

1955: San Francisco established its first residential parking space requirements of one space for each newly cre...

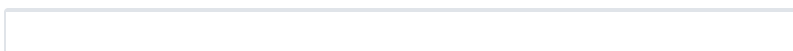
*When eliminating minimum parking requirements is discussed, some people hear “ban on cars”, and start arguing why they or other people need a car for this or that, or how transit, walking, and cycling aren’t convenient enough or safe enough. Removing minimum parking requirements isn’t a ban on parking and driving. It makes automobility a choice rather than a government mandate. About a third of San Francisco households are car-free, and [the majority of new households are car-free](#). Households who choose to do without a car can avoid the cost of buying, maintaining, and storing a car. Keeping minimum parking requirements in place does nothing to improve sustainable transportation options, and, by increasing traffic congestion and eroding the safety and utility of sustainable modes, makes the entire transportation system work worse. Removing parking mandates complements expanding sustainable transportation options, and better managing curb parking and loading. Relaxing parking requirements can even make living with cars easier, by reducing traffic congestion and turning unused driveways back into curb parking spots.*



## Car-Free Households Are Booming in San Francisco

San Francisco is quickly adding residents, but very few cars. Between 2000 and 2012, the city has seen a net inc...

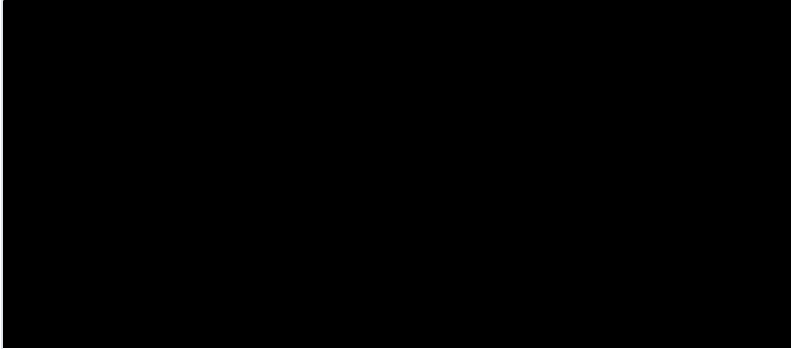
*Reducing parking requirements is a national movement, as [Strong Towns’ interactive map](#) illustrates. San Francisco wouldn’t be the first US city to eliminate minimum parking requirements citywide – [Hartford, Connecticut eliminated them last year](#). Finally eliminating minimum parking requirements would make San Francisco a progressive leader in the movement to reclaim cities for people, and in addressing the City’s escalating crises of housing affordability and automobile congestion, and easing the linked global environmental crises caused by automobile dependence.*





## **End Parking Minimums — Strong Towns**

Waste of money. Waste of space.



### **Hartford Eliminates Parking Minimums Citywide**

The Connecticut capital is getting rid of parking minimums citywide, the second major American city to do so in ...

**From:** [Anne Hersch](#)  
**To:** [Christopher Tan](#)  
**Subject:** FW: 1115 Neilson Street  
**Date:** Thursday, April 04, 2019 7:49:43 AM

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Correspondence for the packet.

ANNE L. HERSCH, AICP  
PLANNING MANAGER | CITY OF ALBANY, CA  
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(510) 524-9359 fax  
E-Mail: [ahersch@albanyca.org](mailto:ahersch@albanyca.org)  
<http://www.albanyca.org/>

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**From:** Brooke DuBose <[brookedubose@gmail.com](mailto:brookedubose@gmail.com)>  
**Sent:** Wednesday, April 3, 2019 8:00 PM  
**To:** Anne Hersch <[ahersch@albanyca.org](mailto:ahersch@albanyca.org)>  
**Cc:** [greg.riessen@gmail.com](mailto:greg.riessen@gmail.com)  
**Subject:** Re: 1115 Neilson Street

Hi Anne,

We are writing in regards to the proposed project at [1115 Neilson Street](#). We live on the north side of the lot, directly next door at [1109 Neilson Street](#).

We are strongly supportive of proposed improvements to the building, including the second story addition. Creating additional bedrooms at [1115 Neilson St](#) will help reduce exorbitant Bay Area housing prices – but will not have an adverse impact on our property, or on the neighborhood character of Neilson Street.

We also strongly support the Parking Reduction, to not build additional off-street parking spaces, because this request is entirely reasonable. There is ample on-street parking along Neilson Street; we have never had to search for parking or otherwise park away from our front door. While some may bemoan a scarcity of parking along Neilson Street, in reality, an objective parking analysis would find abundant curbside space during both the day and at night. Requiring this project to construct additional off-street parking would likely render this necessary housing project as financially infeasible – or if it was built, it would unnecessarily degrade the pedestrian realm.

We always applaud the City's efforts to increase housing supply and reduce parking supply, especially on our street.

Best regards,  
Brooke DuBose and Greg Riessen  
[1109 Neilson street](#)

