

Berkeley Neighbors for Housing & Climate Action

2020 Candidate Questionnaire

Candidate Name: Timothy Carter

District / Office being sought: Berkeley City Councilmember, District 2

*1. Please describe how you would approach addressing the **housing crisis** if elected (or reelected). How would you achieve Berkeley's RHNA targets for extremely low income, very low income, low income, moderate income, and above moderate income homes? Where should these homes go? How should this be achieved?*

We need to build more housing, period. Streamlining the approval process would be helpful, but we also need to establish a pro-housing majority on city council so that our entire local government is focused on expanding our housing supply. Though Berkeley voters have been generous in funding subsidized housing for below-median-income residents, there's a limit to this approach. Market-rate housing development supports below market rate housing development, so to a large degree, a healthy and responsive housing market is self-sustaining.

We still have voter approval to build two 18-story apartment buildings downtown. One has been approved but has yet to break ground. And there is a large amount of underutilized land west of San Pablo Blvd. If elected to District 2, I am committed to starting the process of converting manufacturing zones in West Berkeley to housing and mixed-use development.

2. What actions have you taken, beyond this current campaign, in line with the approach you described above?

I have been engaged politically in West Berkeley since my wife and I moved here 20 years ago. I have supported pro-development candidates in the past, such as Darryl Moore. As a small-business owner on San Pablo Ave, I have organized discussions with my fellow business owners about redeveloping the San Pablo business district to better serve our community.

*3. Please describe how you would approach addressing the **climate crisis** if elected (or reelected). How would you achieve the goals set forth in 2006 Measure G? What does the city need to do to reach carbon neutrality by 2045? How can Berkeley become a Fossil Fuel Free City?*

There are many things that Berkeley can do to address the climate crisis. Transportation continues to be the main source of Berkeley's greenhouse gases, so we must work to get

people out of their cars. I support a redesign of San Pablo Avenue that prioritizes transit, including dedicated bus lanes.

Transit-oriented development is also a key strategy for reducing people's dependence on cars. I support locating large housing developments at Ashby BART, North Berkeley BART, and near the Downtown BART station.

By virtue of its central location, Berkeley could also address climate change by hosting more residents. I am convinced that expanding Berkeley's housing supply, if done wisely without necessitating car ownership, will help reduce the Bay Area's overall carbon footprint.

4. What actions have you taken, beyond this current campaign, in line with the approach you described above?

As mentioned, as a small business owner, I am a stakeholder in the redesign of San Pablo Ave. I have organized meetings with my fellow business owners and have discussed how our community can support better public transit on San Pablo. And I always make informed votes to support climate-friendly candidates

*5. a) For incumbents seeking reelection: please share a vote you are most (or least) proud of in the last four years on a **housing issue**. What was the issue? Why did you vote the way you did? How do you feel about it now, and why?*

*b) For candidates not yet elected to the office they are seeking: in your opinion, what was the most important **housing issue** that Council voted on in the past four years, or expects to vote on before November? What was the issue? Do you believe Council's decision was the best one? If you had been on Council, what would you have done?*

It's easy to get distracted by big votes on things like development at the BART stations or individual large buildings downtown, but the votes that I believe are most consequential to expanding the availability of housing are the ADU ordinance and the vote to authorize a study of "missing middle housing," duplexes, triplexes, and fourplexes in formerly single-family neighborhoods. Large apartment buildings are important signals of our willingness to accommodate new housing, but they aren't appropriate for much of Berkeley neighborhoods. But if individual property owners in these neighborhoods, start to expand the number of units on small lots, it could have a huge impact on housing availability.

*6. a) For incumbents seeking reelection: please share a vote you are most (or least) proud of in the last four years on a **climate or environmental issue**. What was the issue? Why did you vote the way you did? How do you feel about it now, and why?*

*b) For candidates not yet elected to the office they are seeking: in your opinion, what was the most important **climate or environmental issue** that Council voted on in the past four years, or expects to vote on before November? What was the issue? Do you believe Council's decision was the best one? If you had been on Council, what would you have done?*

I was pleased that the council, led by District 2 councilmember Davila, declared a climate emergency in 2019. This was an important first step in galvanizing public opinion in favor of making changes to our city to address climate change. I wish that there had been more follow-through, and that the emergency declaration had formed the foundation for a whole list of climate friendly ordinances. So the original vote was the correct one and is something to be proud of, the city council has squandered that opportunity.

7. Berkeley must continue adding more homes in order to achieve its RHNA goals, especially for extremely low income, low income, and moderate income households. These new households will need ways to get around Berkeley. At the same time, greenhouse gas (GHG) emissions from transportation comprise roughly 60% of total emissions in Berkeley.

How would you ensure Berkeley continues to add new homes while reducing GHGs?

Clearly public transit needs to be improved. AC Transit is in crisis right now, and member cities need to come together to figure out how to save and expand the agency. We need to match and support regional investments in public transit with our own investments in transit-oriented development here in Berkeley. We should support the maximum number of homes feasible for North Berkeley BART and Ashby BART. We should expand housing in West Berkeley, where residents can conveniently access regional transit along the I-80 and Union Pacific rail corridor.

8. Berkeley has a long history of segregation, racial zoning, restrictive covenants, and redlining, which continue to impact our community to this day. Much of this history was, and remains, reflected in Berkeley's zoning restrictions, with resulting implications for greenhouse gas emissions.

How would you address Berkeley's history and impacts of segregation through housing policy?

The best way to address the ongoing effects of housing segregation in Berkeley is to take actions that will make housing more accessible and affordable. We should expand the housing supply to reduce gentrification pressure on working-class neighborhoods. We should encourage subsidies for below-market housing to help address displacement and ensure equity. The council's Tenant Opportunity to Purchase Act and its support for co-ops and land trusts are also great opportunities to help low-income residents avoid displacement and establish secure

housing for themselves and their families. And importantly, we need to allow property owners to more easily add housing capacity. In the past, Black families in Berkeley could expand their homes to accommodate multiple generations. Historic downzoning has made that more difficult for many families, and so younger generations are displaced to neighboring, less expensive cities.