



Planning and Development Department
Land Use Planning Division
1947 Center Street
Berkeley CA 94704

Community Workshop #2 and Other Community Feedback | Summary

Ashby + North Berkeley BART Zoning and Development Parameters

Date + Time: Workshop - February 8, 2021 at 6 pm

Format: Online via Zoom virtual meeting; Comments to Draft Joint Vision and Priorities were also submitted online after the workshop through February 22, 2021

Summary Overview

The following is an aggregated summary of Community Workshop #2 and comments submitted online about the Draft Joint Vision and Priorities statements organized by topic area—Affordable Housing, Public and Civic Spaces, Land Uses, Building Form, and General Process.

Community Workshop Overview

The purpose of Community Workshop #2 was to provide an update on the project and share and gather input on the vision and priorities for stations. Members of the public were also invited to submit comments during the meeting through an open house and after the meeting by email and/or online (see **Overview of Community Responses** section below for more information).

Workshop Agenda

1. Welcome and Introductions
2. Background, Context and Overview
3. Presentation of Draft Vision and Priorities
4. Open House: Vision and Priorities Exercise (with Break-Out Rooms)
5. Adjournment

Attendance

There were approximately 200 meeting participants in attendance. The following members of the project team (City, BART and consultants) made presentations or facilitated the small group discussions:

City

- Alisa Shen - Principal Planner, Justin Horner - Associate Planner, Katrina Lapira - Assistant Planner, Paola Boylan - Assistant Planner



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BART

- Abby Thorne-Lyman - Transit-Oriented Design (TOD) Director, Rachel Factor – Principal Planner, Shannon Dodge – Principal Property Development Officer

Consultants

- Karen Murray, John Doyle, Preeti Srinivasan, Jamilla Afandi - Van Meter Williams Pollack (VMWP); Dave Javid, Suhaila Sikand, Paul Kronser - Plan to Place, Aaron Welch - AWP, Rick Jacobus – Street Level Advisors

Community Workshop Summary

Introduction and Overview of Meeting Participation

After City staff and consultants provided a brief overview of the meeting agenda, workshop participants were given an opportunity to respond to a live poll on demographics and project familiarity. The live poll results showed that the majority of participants were over 30 years of age, White or Caucasian, reside in North Berkeley, use the North Berkeley Bart Station, and live within ¼ mile of a station. Participants were evenly distributed in regard to participation at previous meetings (from none to over four) and were generally familiar with the project. Most participants were interested in discussing Affordable Housing, yet also showed interest in Building Form, Public and Civic Space, Land Uses, and the General Process (*For a complete overview of the live polls, please see the Appendix*).

Background, Context and Overview

The project team then provided an overview of the project objectives and timeline and related previous planning efforts (*visit the project website for more information: <https://www.cityofberkeley.info/bartplanning/>*).

Draft Joint Vision and Priorities Presentation and Discussion

The Joint Vision and Priorities document is being developed per the terms of the MOU between the City and BART to define parameters for the development of property at both stations that will not be covered in zoning. The project team introduced the [draft Joint Vision and Priorities statements](#) and some of the information previously shared that helped inform these statements. This included informational videos previously shared (and available on the project website) about: [Market Rate Housing](#), [Affordable Housing](#), [Public Value Recapture](#), [Building Form and Density](#). The City and BART Joint Vision and Priorities document will be included as part of the Request for Qualifications (RFQ) in order to provide high level expectations for potential interested developers on key topics as the next phase of the planning process (see diagram below).



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Overall Development Process for Ashby and North Berkeley BART Stations



The Draft Vision and Priority statements shared at the workshop and through the online comment form for both stations are organized into four main topics: Affordable Housing, Public and Civic Space, Land Uses, and Building Form. These topics were discussed in the workshop breakout sessions. The statements will subsequently be refined based on this input and input from the Community Advisory Group.

Workshop Open House: Vision and Priorities Exercise

Meeting participants were asked to enter one of five breakout rooms as part of the virtual ZOOM meeting to discuss the four topics in the draft Joint Vision and Priorities document, and also included a fifth “general planning process” topic. Each group was facilitated by members of the project team to guide discussion on the Draft Vision and Priority statements. Participants were able to move between the rooms freely and leave rooms when they were done contributing. The exercise was broken into three evenly timed intervals to allow participants to share input on multiple topics. See the **Key Themes** section below for the key themes that came out of the discussion about each topic.

Next Steps

The project team discussed future engagement opportunities including the date for the next Community Advisory Group (CAG) meeting, planned for March 22, 2021 at 6pm.

Adjournment

The meeting adjourned at 8pm. Additional general comments were accepted through February 22nd by email and mail (included in the Appendix).

Via email: bartplanning@cityofberkeley.info

Or via mail: City of Berkeley Planning and Building Department, 1947 Center Street 2nd Floor, Berkeley CA, 94704 (Attn: Alisa Shen)

Overview of On-Line Community Feedback

Over a two-week span following the Community Workshop (from February 8 - 23, 2021), the community was invited to participate in a demographic survey and provide feedback on four



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of the topics in the Joint Vision and Priorities draft document (Affordable Housing, Public and Civic Space, Land Uses, and Building Form), which was developed by the City and BART to reflect discussions from prior CAG meetings. The feedback forms were anonymous, and are one of many ways community input is being collected. There was also an option provided to receive an emailed version of the feedback form or mailed a paper version, to be emailed or mailed back to the City.

Each feedback form presented the Draft Vision statement for the topic, the shared priority statements, and statements specific for each station (*see the Appendix for more information about the statements*). The intent was to gauge general support for each statement and provide opportunities for community members to include additional comments, ideas, and questions. There were roughly 3,800 total submissions to all the feedback forms combined.

The following is a summary of the responses to the demographic questions: Out of 912 people who responded to the demographic survey:

- Most respondents were 31 years of age or older;
- Majority were White or Caucasian;
- Majority reside in North Berkeley;
- Majority use the North Berkeley station the most; and
- Respondents were evenly distributed in regard to the distance of their residence from a station (a range under 1 mile).

When asked about their familiarity and participation in past engagements, most respondents were “Somewhat Familiar” with the project and had been to no prior engagements. In general, respondents were interested most in Affordable Housing, Public and Civic Spaces, and Land Uses (*for a complete overview of the survey results, please see the Appendix*).

The City and BART are working on ways to generate additional engagement from the South Berkeley area for future phases of planning. Additionally, the Ashby BART elements of the Joint Vision and Priorities were drafted to align with the Adeline Corridor Specific Plan, which involved seven years of community engagement, which will ensure that the Ashby Joint Vision and Priorities are more representative of South Berkeley’s perspective on future transit-oriented development at the Ashby BART station area.

Key Themes from the Community Workshop Input and Feedback Form Results

Below are the key themes that came out of the discussions from both the Community Workshop and the Community Feedback Forms organized by topic.



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AFFORDABLE HOUSING

Community Workshop Discussion for Affordable Housing

During the Community Workshop discussion and comments received through the online feedback form (there were approximately 900 participants that responded to the survey to provide feedback on the Affordable Housing Vision and Priorities statements, and over 300 of those provided comments at the conclusion of the feedback form), participants identified a variety of desired priorities related to affordable housing, including the following top themes.

- 1. Range of Affordability:** Participants favored a range of affordable housing units mixed with market-rate housing. Many participants pointed out the need for more housing generally, and soon, in order to address the growing housing crisis.
- 2. Right to Return:** Participants made comments specifically favoring anti-displacement and right to return. Many participants requested more information on policies regarding anti-displacement.
- 3. Build More Housing:** Survey respondents favored building more housing in general. While many specified affordable housing units, others were open to any type of housing that increased overall units.
- 4. Addressing Inequities:** Many respondents clarified their desire to address social and economic inequities, reduce displacement, and provide the right to return. Specific strategies include home ownership, integration of affordable units and market rate, and preference to non-profit developers.
- 5. Financing for Housing:** Respondents acknowledged the need to get creative with financing options that reduced the burden on taxpayers (although a few specifically requested higher taxes to fund affordable units) and called for state, federal, and philanthropic aid.
- 6. Market Rate Housing:** Respondents requested a mixture of market rate housing and affordable to ensure the project is built and built fast. Some pointed to rent control as a way to ensure affordability in the future.
- 7. Inclusive Housing:** Participants felt that housing should be designed to address varying needs of tenants, including families, disabled, and mentally unstable.
- 8. Number of Units:** Participants identified that the number of units built is more important than the range of mixed housing types because maximizing housing is the priority.
- 9. Format:** Many respondents were concerned with the questionnaire format, in particular its lack of clarity, lack of flexibility for comments, and some expressed that the leading questions/statements were “leading”. There seemed to be some confusion about the fact that this was the “Joint Vision and Priorities” draft statements.



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Smaller groups of respondents identified the following improvements:

- **Equal Affordability:** Participants questioned proposed affordable housing targets and noted that equal affordable housing numbers at both stations would diverge from historical patterns of segregation.
- **100% Affordable Housing:** A number of participants favored 100% affordable housing. While some desired this, they acknowledged the priority for housing in general and were open to market-rate housing subsidies.
- **Building Design:** Respondents had several suggestions for building design features that promote equity including mixing affordable units with market rate side-by-side, building for different family and bedroom sizes, integrating sustainability, and building desirable spaces for future tenants.
- **100% Affordable:** While double the respondents requested market rate housing, a subset pushed for 100% affordability with no market rate housing on public property.

Survey Responses for Affordable Housing

Below are the summary tables of survey question responses for Affordable Housing:

Shared Priorities for Affordable Housing:

A. HOUSING PRIORITIES: Maximize the number of new homes, and especially permanently affordable, deed-restricted homes. Both developments should achieve a minimum share of affordable housing as identified below.

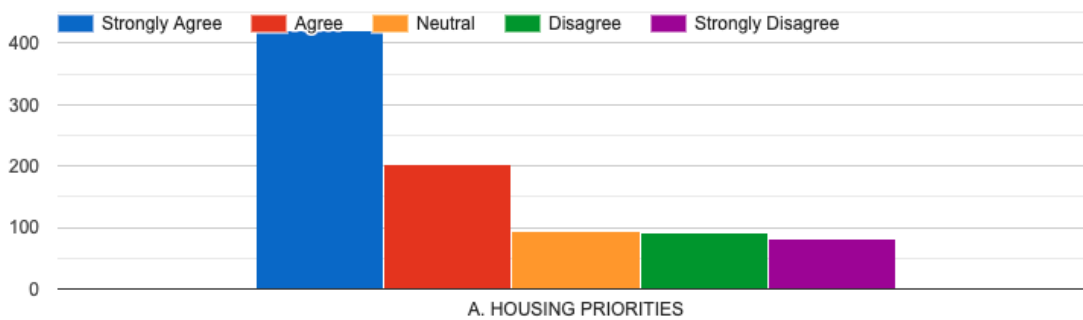


Figure 0:1 Bar chart of Affordable Housing Shared Priority A. (Housing Priorities)



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B. URGENCY: Deliver new housing within 10 years to reflect the urgency of the climate and housing crises.

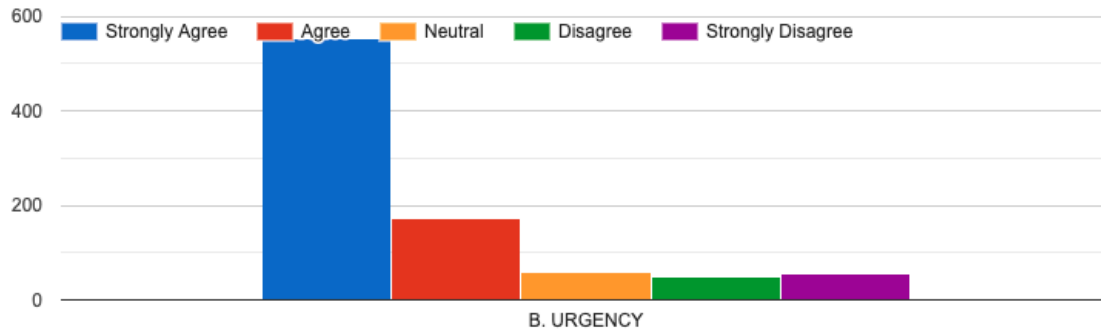


Figure 0:2 Bar chart of Affordable Housing Shared Priority B. (Urgency)

C. DISPLACEMENT PREVENTION: Development should provide a preference for residents of Berkeley who are facing displacement, or who have been displaced from Berkeley in the past due to economic or discriminatory reasons.

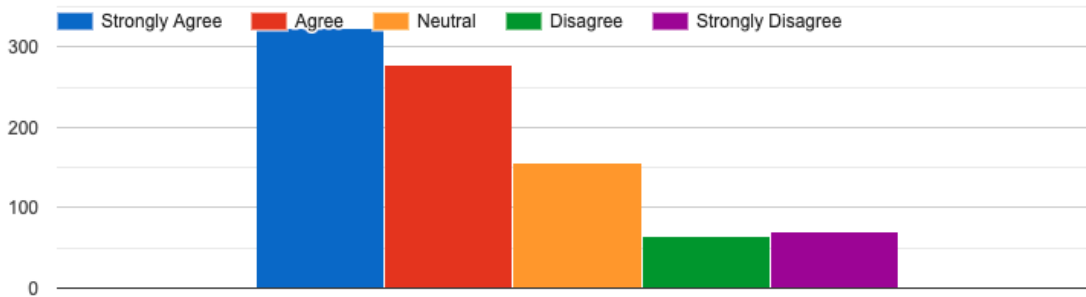


Figure 0:3 Bar chart of Affordable Housing Shared Priority C. (Displacement Prevention)



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D. TIMING: Affordable housing should be built prior to, or along with, any market rate housing.

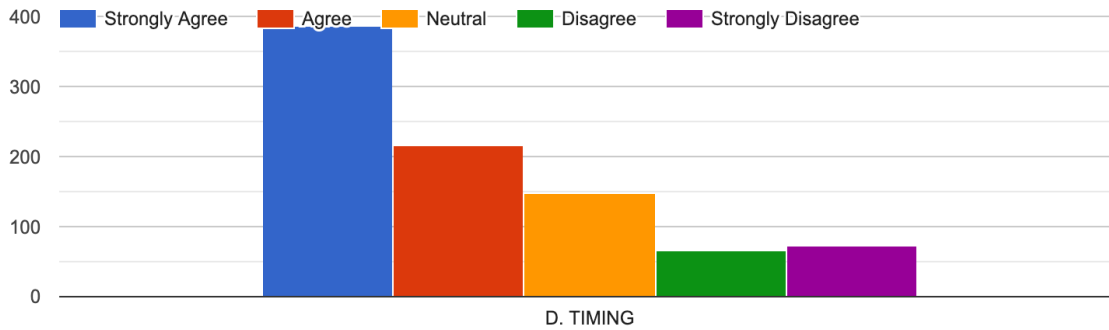


Figure 0:4 Bar chart of Affordable Housing Shared Priority D. (Timing)

E. COMMUNITY BENEFITS: Market rate development should contribute to community benefits and amenities, possibly including affordable housing.

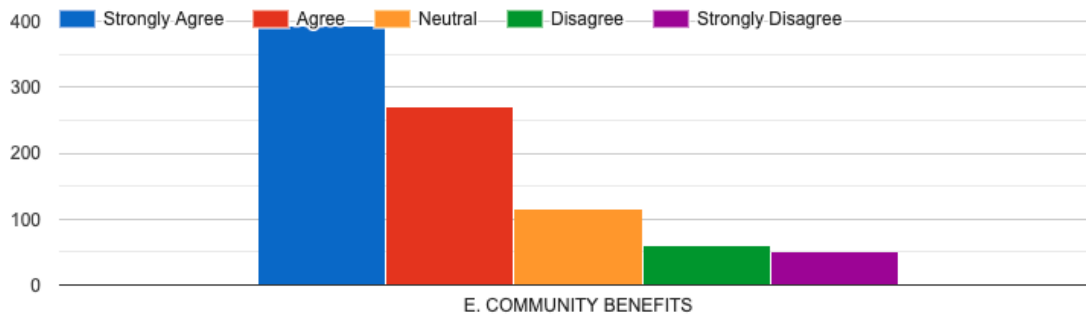


Figure 0:5 Bar chart of Affordable Housing Shared Priority E. (Community Benefits)



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F. DEVELOPER ACCOUNTABILITY: The selected developers must have a demonstrated commitment and feasible plans to produce affordable housing and be willing to be held accountable for making affordability the first priority. Selecting a developer who merely pledges a best effort to provide affordable units would not be sufficient.

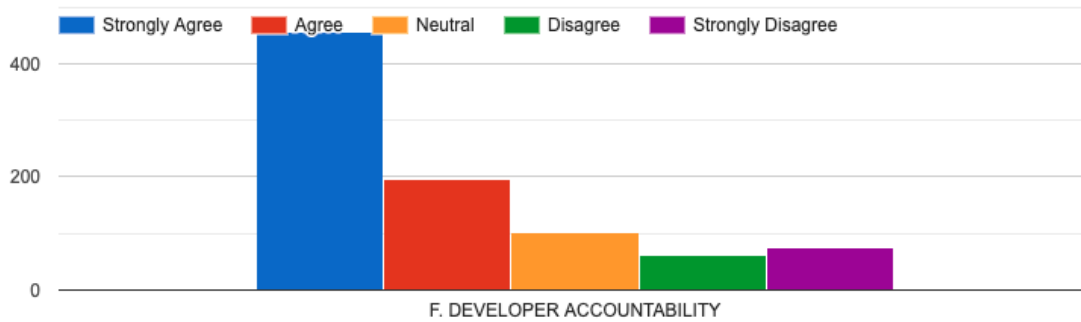


Figure 0:6 Bar chart of Affordable Housing Shared Priority F. (Developer Accountability)

G. FUNDING: BART and the City of Berkeley should proactively seek new, innovative funding solutions to help achieve two truly visionary, equitable, and sustainable projects.

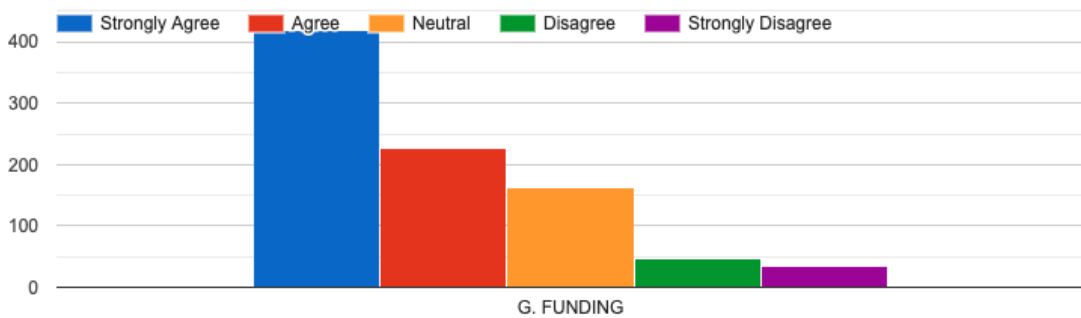


Figure 0:7 Bar chart of Affordable Housing Shared Priority G. (Funding)



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H. CLUSTERING AND INTEGRATION: Affordable units may be clustered into one or more 100% affordable housing projects but must be designed in a way that integrates with the larger project and shares the same design standards, quality, and amenities.

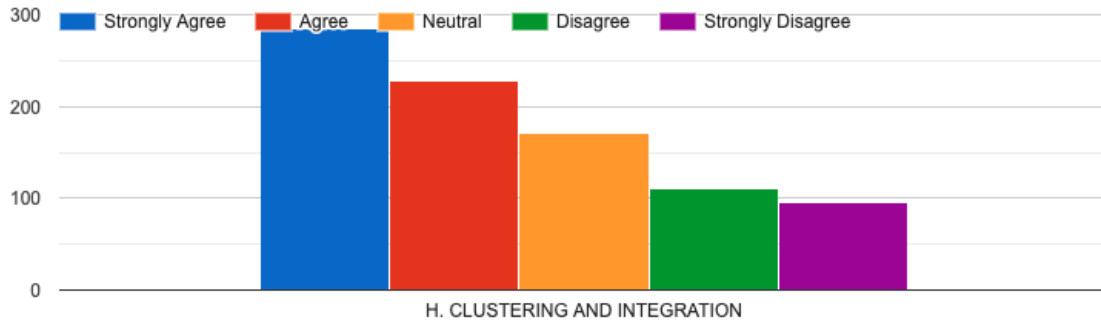


Figure 0:8 Bar chart of Affordable Housing Shared Priority H. (Clustering and Integration)

I. DEVELOPER SELECTION: Strive to select a nonprofit master developer or a partnership between a private developer and one or more community-based organizations who have experience showing accountability towards equity goals in the City of Berkeley.

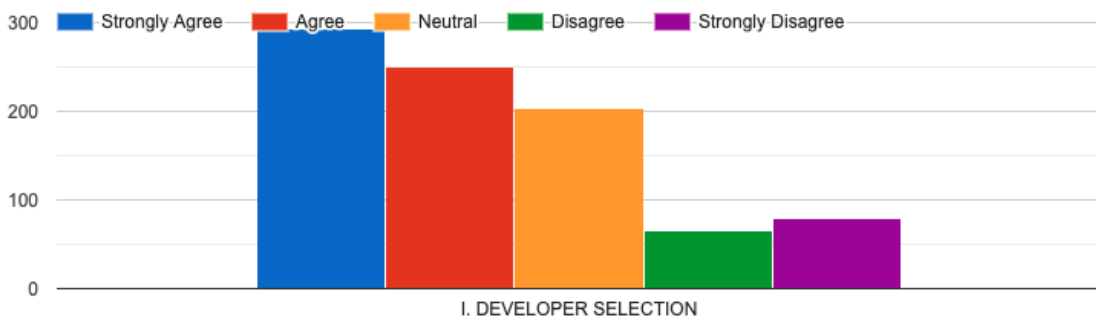


Figure 0:9 Bar chart of Affordable Housing Shared Priority I. (Developer Selection)



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J. PREFERENCE FOR MAXIMIZING AFFORDABLE HOUSING: Development proposals that exceed the affordable housing targets identified for each station below will receive preference in the developer selection process.

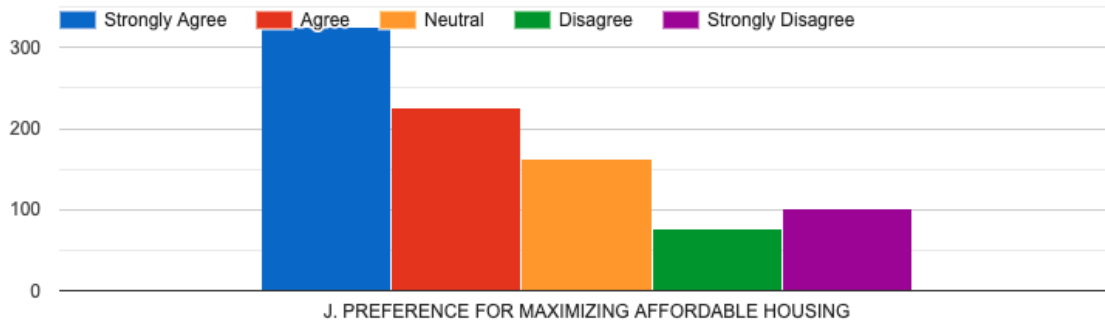


Figure 0:10 Bar chart of Affordable Housing Shared Priority J. (Preference for Maximizing Affordable Housing)

Ashby Priorities for Affordable Housing:

A. AFFORDABLE HOUSING GOAL: The City and BART should strive for a goal of 100% deed-restricted affordable housing, prioritizing extremely low and very low-income affordable housing that could be accomplished through multiple phases of development.

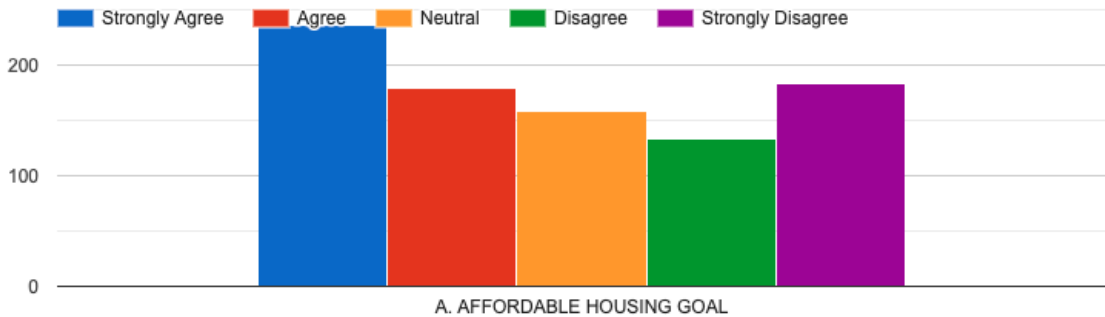


Figure 0:11 Bar chart of Affordable Housing Ashby Priority A. (Affordable Housing Goal)



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B. REQUIRED MINIMUMS: The goal for housing at Ashby BART is 100% deed-restricted affordable, but a minimum of 50% of the total housing units must be affordable to households earning less than 60% of Area Median Income. Of that, at least 20% of total units must serve households earning less than 30% of AMI. There must be at least 400 deed-restricted affordable units.

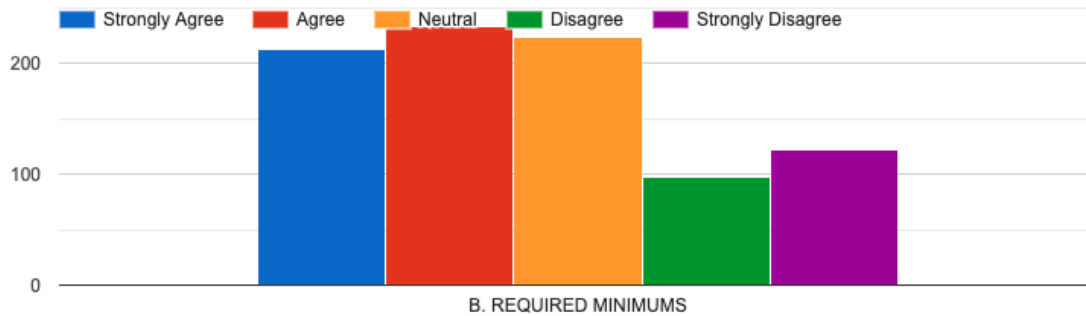


Figure 0:12 Bar chart of Affordable Housing Ashby Priority B. (Required Minimums)

C. RESIDENTS WITH DISABILITIES: Ashby BART should be developed in a way that prioritizes the inclusion of residents with disabilities, who are likely to benefit from proximity to the Ed Roberts Campus.

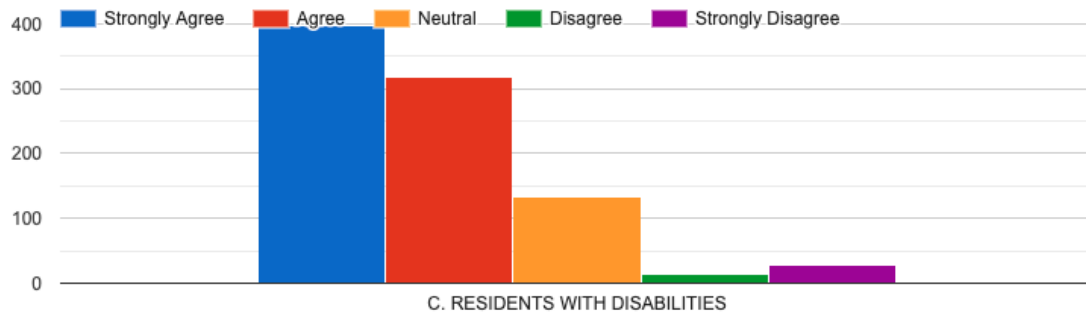


Figure 0:13 Bar chart of Affordable Housing Ashby Priority C. (Residents with Disabilities)



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D. SOUTH BERKELEY PREFERENCE: To address past and current displacement, the development should provide a preference to applicants who either currently live in South Berkeley or have been displaced from the community.

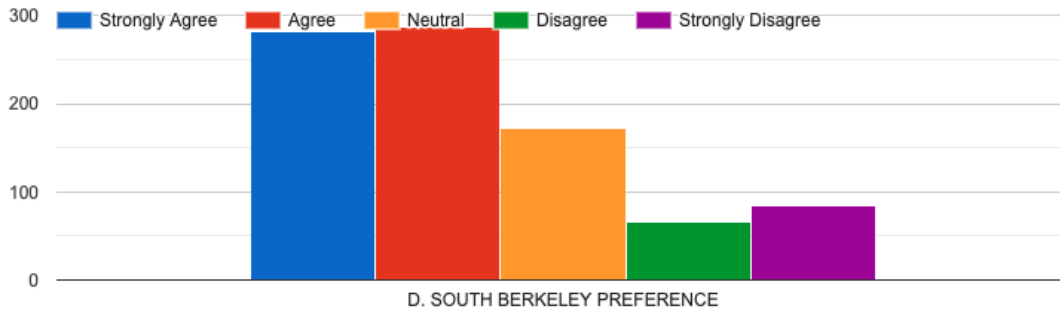


Figure 0:14 Bar chart of Affordable Housing Ashby Priority D. (South Berkeley Preference)

North Berkeley Priorities for Affordable Housing:

A. REQUIRED MINIMUMS: A minimum of 35% of the total housing units must be affordable to households earning less than 60% of Area Median Income. Of that, at least 10% of total units must serve households earning less than 30% of AMI. There must be at least 225 deed-restricted affordable units.

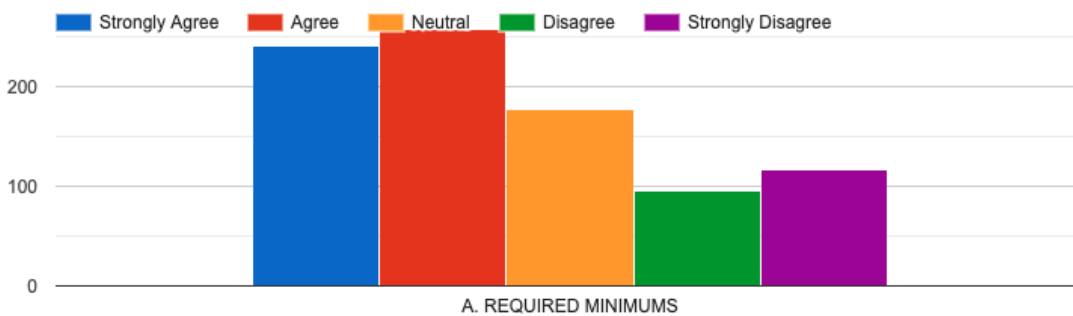


Figure 0:15 Bar chart of Affordable Housing North Berkeley Priority A. (Required Minimums)



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B. NORTH BERKELEY PREFERENCE: To address past and current displacement, the development should provide a preference to applicants who either currently live in North Berkeley or have been displaced from the community.

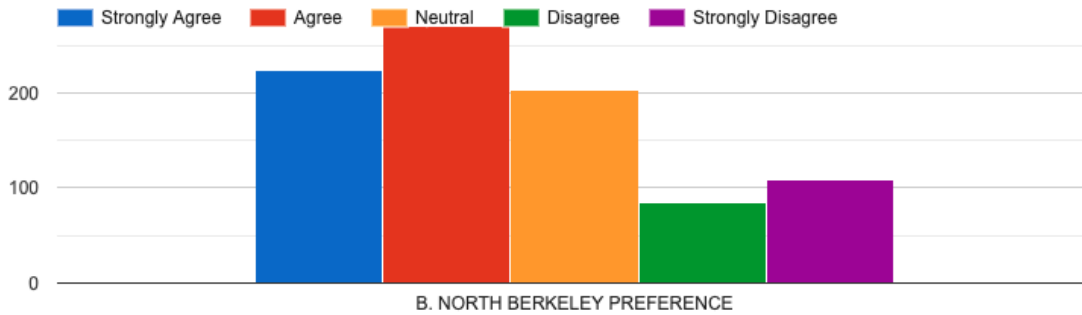


Figure 0:16 Bar chart of Affordable Housing North Berkeley Priority B. (North Berkeley Preference)

Additional Questions on Affordable Housing

A. Should the goal for affordable housing be:

891 responses

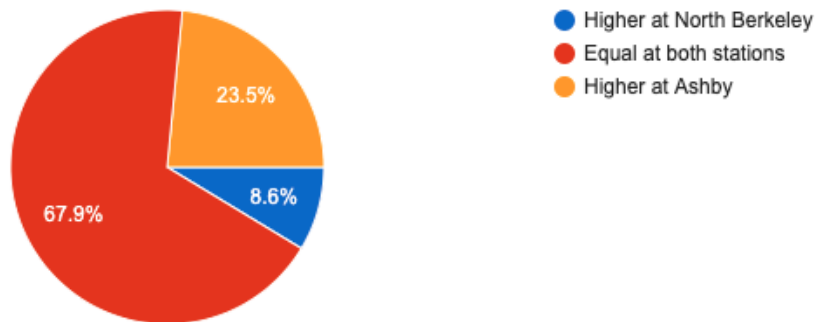


Figure 0:17 Pie chart of Affordable Housing Additional Question A. (Housing Goal)



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B. Should the City place an affordable housing bond on the ballot to raise money more quickly?

891 responses

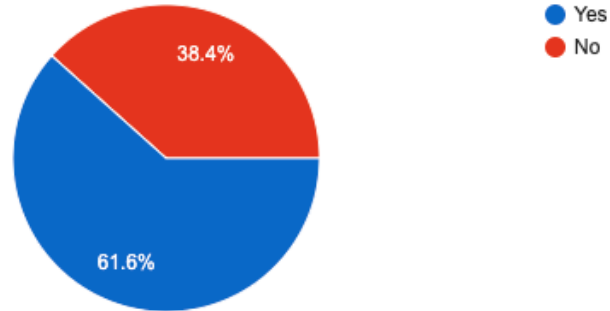


Figure 0:18 Pie chart of Affordable Housing Additional Question B. (Ballot)



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PUBLIC AND CIVIC SPACE

Community Workshop Discussion for Public and Civic Space

During the Community Workshop discussion and comments received through the survey (approximately 600 participants took survey to provide feedback on the Public and Civic Space Vision and Priorities statements, and roughly 200 of those provided comments at the conclusion of the survey), participants identified a variety of desired priorities related to public and civic spaces, including the following top themes organized by the comment fields as they appeared on the survey.

The top key themes from the comments documented on Ashby include¹:

- 1. Bicycle and Pedestrian Improvements:** Respondents wanted safe and reliable access for bicycles and pedestrians to the BART station and through the station site, as well as specific amenities such as bicycle lockers, dedicated bicycle lanes, and more prominent pedestrian crossings. Respondents also placed a heavy emphasis on pedestrian and bicycle safety and designing a realm that was welcoming for pedestrians and bicyclists of all ages.
- 2. Green Open Space:** Many respondents emphasized the need to create open spaces on-site for the use of residents and the general public, especially given the lack of public open spaces in proximity to Ashby BART.

The top key themes from the survey comments documented on North Berkeley include²:

- 1. Bicycle and Pedestrian Improvements:** Respondents wanted safe and reliable access for bicycles and pedestrians to the BART station and through the station site, as well as specific amenities such as bicycle lockers, dedicated bicycle lanes, and more prominent pedestrian crossings. Respondents also placed a heavy emphasis on pedestrian and bicycle safety and designing a realm that was welcoming for pedestrians and bicyclists of all ages.
- 2. Creating a Connection for the Ohlone Greenbelt:** Respondents wanted the project to establish a clear connection through the station site for the Ohlone Greenbelt.
- 3. Green Open Space:** Many respondents emphasized the need to create open spaces on-site for the use of residents and the general public. Smaller groups of respondents specifically called for active open space uses, such as playgrounds, although most respondents expressed a preference for passive recreational uses, such as gathering spaces for small groups and just overall quality landscaping.

¹ Responses are from Additional Questions A and B

² Responses are from Additional Questions D and E



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4. **Parking:** Many respondents expressed the view that any project should include vehicle parking to accommodate project residents and BART users to prevent parking “spillover” into surrounding neighborhoods.
5. **Housing:** A substantial number of respondents expressed the view that the North Berkeley BART area already had open space resources, and noted a concern that land used for the creation of new open spaces on the North Berkeley station site could instead accommodate more housing construction.

The top key themes from the survey general comments documented include:

1. **Retain Vehicle Parking:** A significant number of the respondents who chose to leave additional comments noted a preference for the projects to include vehicle parking. Either for project residents or BART patrons, on-site vehicle parking was emphasized by many who had concerns that neighborhood parking would be taken up by project visitors.
2. **Bicycle/Pedestrian Improvements:** Respondents reiterated their support for infrastructure improvements to make both station areas safer for bicyclists and pedestrians and to encourage alternative transportation.
3. **Use of Public Spaces:** Respondents indicated a number of recommendations for using public spaces, including: the narrowing of Adeline to free up space for open space and the Flea Market; the creation of locations for small outside gatherings (tables and benches, as opposed to stages or structures for larger gatherings); utilization of roofs for additional public open space

Survey Responses for Public and Civic Space

Below are the summary tables of survey question responses for Public and Civic Space.



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Shared Priorities for Public and Civic Space:

A. MAINTENANCE COSTS: New civic space should be designed in a way that minimizes the ongoing cost of operations and maintenance to BART and the City.

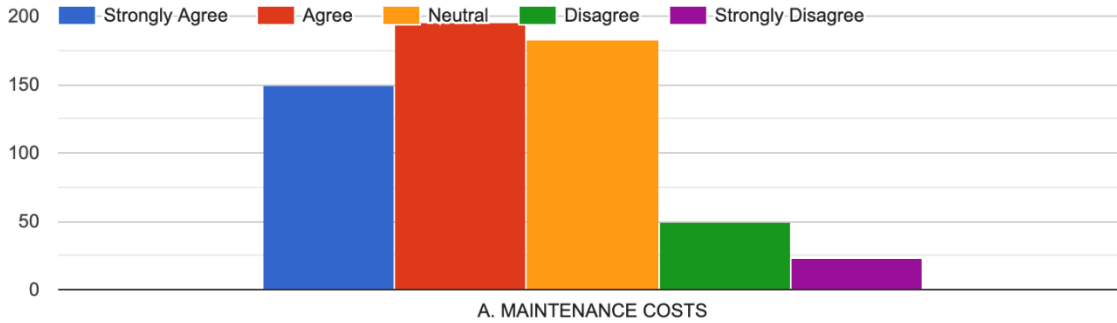


Figure 0:19 Bar chart of Public and Civic Spaces Shared Priority A. (Maintenance Costs)

B. NEW PUBLIC SPACE: Pursue new public space design in a way that delivers on the vision while maximizing the number of on-site affordable housing units.

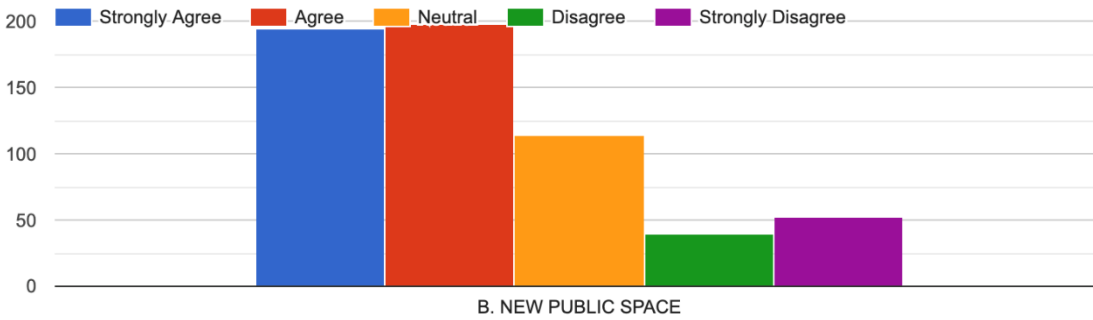


Figure 0:20 Bar chart of Public and Civic Spaces Shared Priority B. (New Public Space)



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Ashby Priorities for Public and Civic Space

A. HUB FOR AFRICAN AMERICAN LIFE: Reinforce South Berkeley’s historic role as a hub for African American culture and life in the Bay Area.

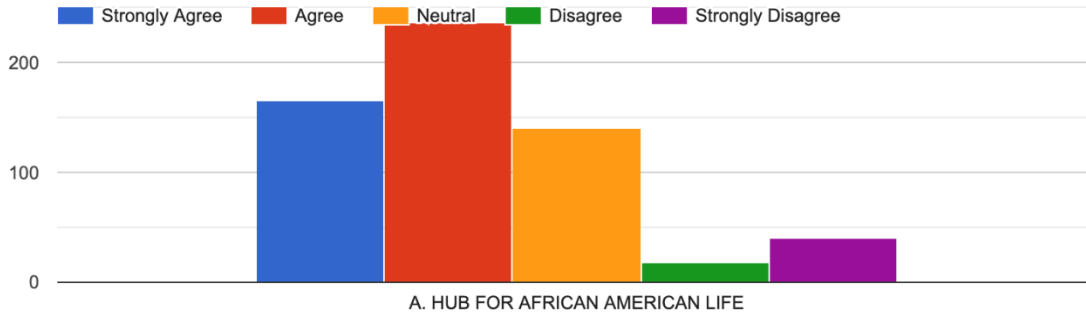


Figure 0:21 Bar chart of Public and Civic Spaces Ashby Priority A. (Hub for African American Life)

B. FLEA MARKET: Provide a permanent, viable home for the Berkeley Community Flea Market – including amenities such as public restrooms, limited office/storage space, electrical and water access and weather protection - in a prominent location.

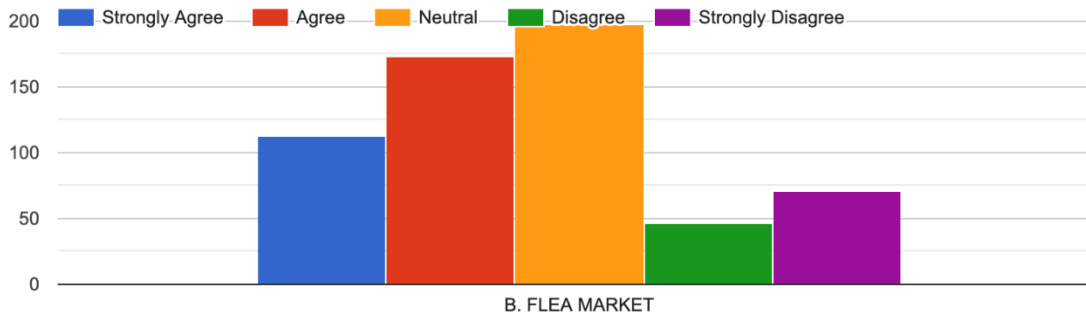


Figure 0:22 Bar chart of Public and Civic Spaces Ashby Priority B. (Flea Market)



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C. STAKEHOLDER INPUT: Public space will be designed with input from the Flea Market, Lorin Business Association, neighborhood residents, representatives from the disability community, and other neighborhood stakeholders. Facilities for the Flea Market will be designed in collaboration with the vendors and Community Services United.

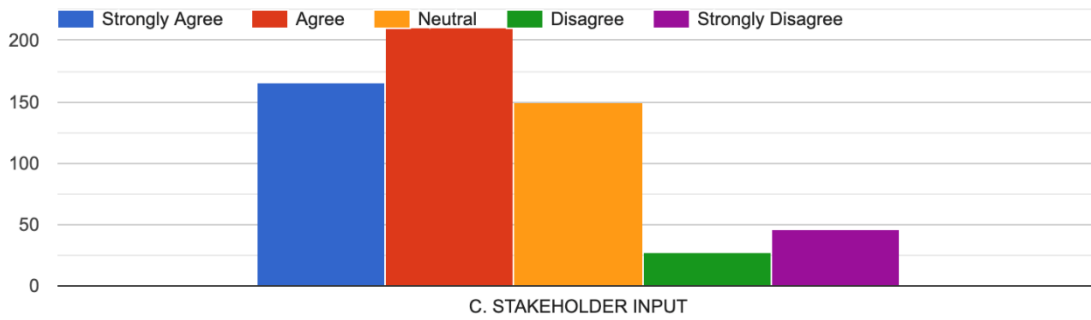


Figure 0:23 Bar chart of Public and Civic Spaces Ashby Priority C. (Stakeholder Input)

D. ADELIN DESIGN: Narrowing of Adeline Street should be considered as a strategy to accommodate public space needs, and improve safety for pedestrians and bicycles.

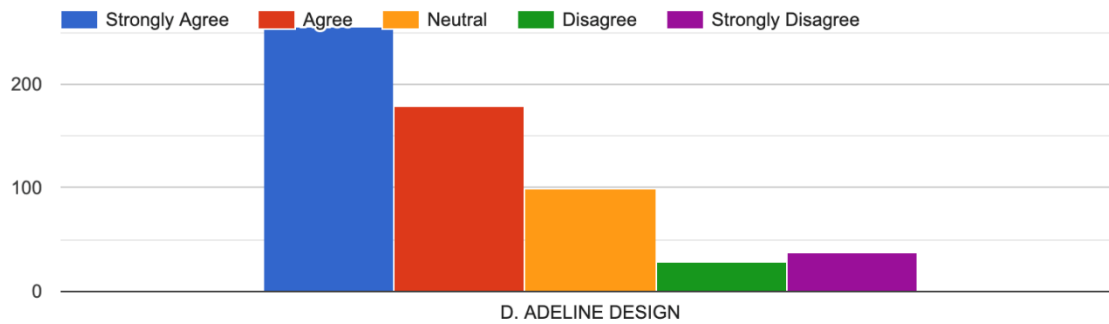


Figure 0:24 Bar chart of Public and Civic Spaces Ashby Priority D. (Adeline Design)



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E. GREEN SPACE: Expand the availability of green space for the neighborhood.

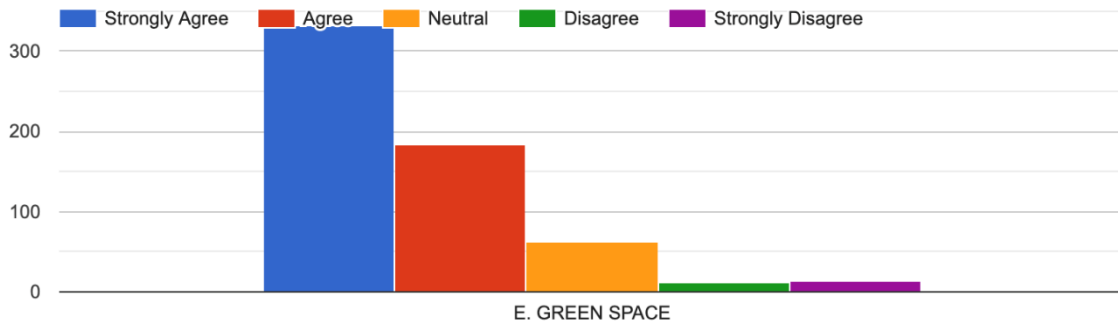


Figure 0:25 Bar chart of Public and Civic Spaces Ashby Priority E. (Green Space)

North Berkeley Priorities for Public and Civic Space

A. OHLONE GREENWAY CONNECTION: The development should include a protected bikeway that connects the disjointed ends of the Ohlone Greenway to each other and to BART, providing a primary access route and orientation of the development.

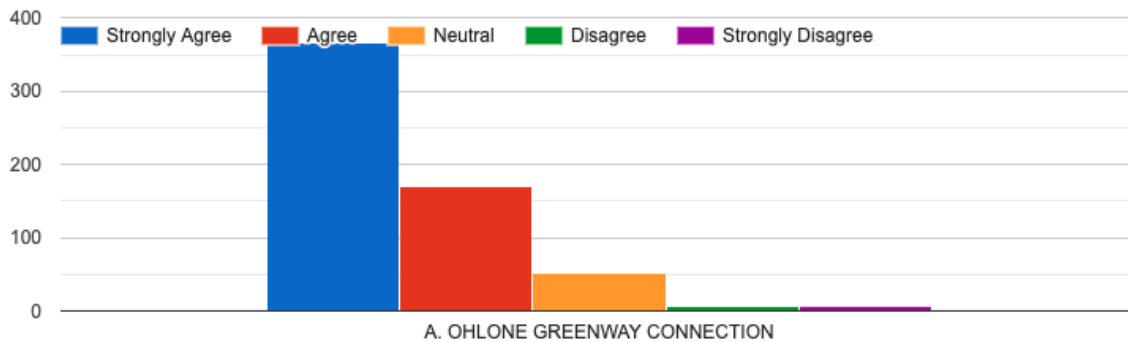


Figure 0:26 Bar chart of Public and Civic Spaces North Berkeley Priority A. (Ohlone Greenway Connection)



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B. PUBLIC SPACE USE: Public space should provide opportunities for both active and passive public use, with strong connections to the station entrance, the Ohlone Greenway, or other public spaces and pedestrian facilities.

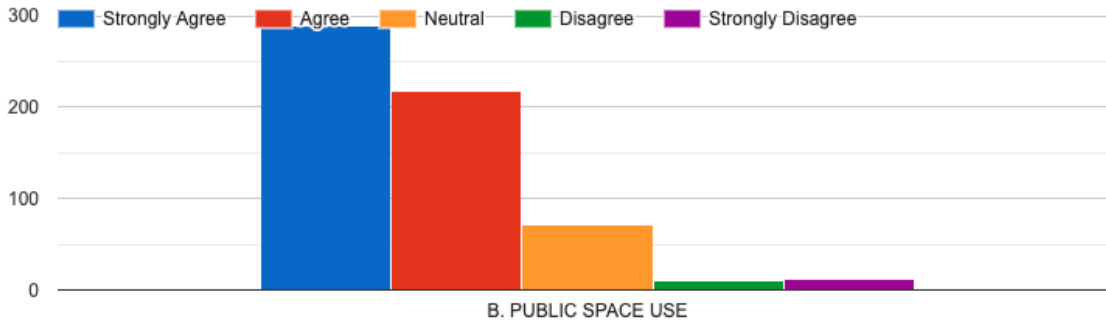


Figure 0:27 Bar chart of Public and Civic Spaces North Berkeley Priority B. (Public Space Use)

C. STREET DESIGN: The design of surrounding streets should be considered as a strategy to accommodate public space needs, and improve safety for pedestrians and bicycles.

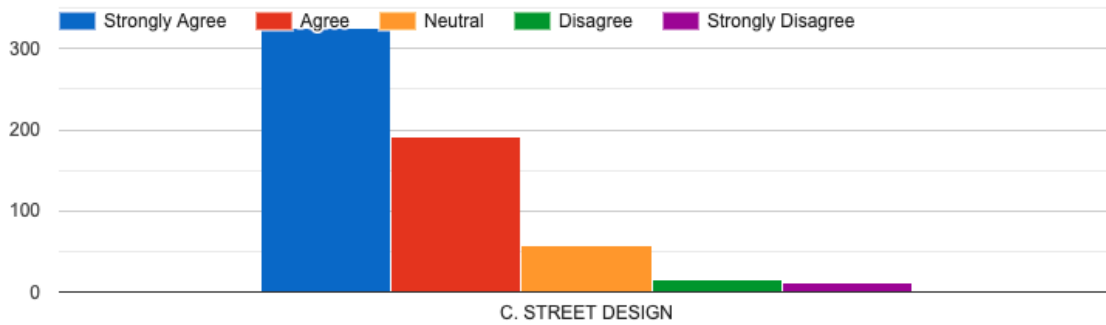


Figure 0:28 Bar chart of Public and Civic Spaces North Berkeley Priority C. (Street Design)



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Additional Questions for Public and Civic Spaces

C. What would be your priority for future development at Ashby?

600 responses

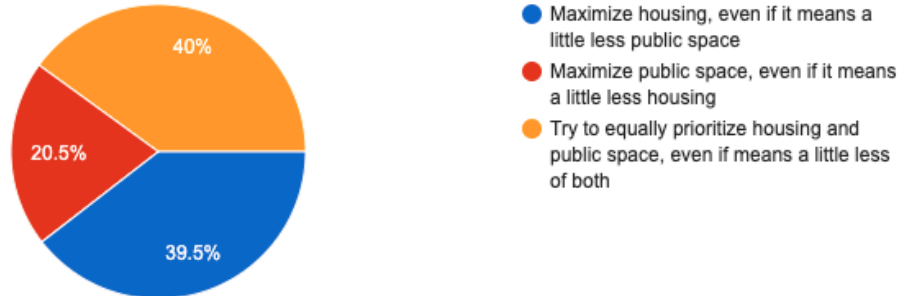


Figure 0:29 Pie chart of Public and Civic Spaces Additional Questions C. (Ashby Priority Development)

F. What would be your priority for future development at North Berkeley?

600 responses

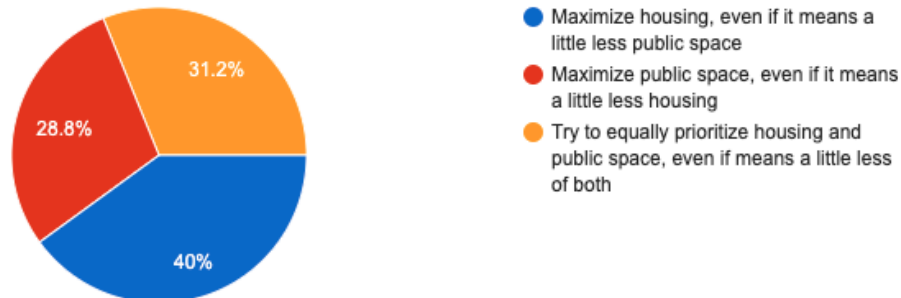


Figure 0:30 Pie chart of Public and Civic Spaces Additional Questions F. (North Berkeley Priority Development)



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LAND USE

Community Workshop Discussion for Land Uses

During the Community Workshop discussion and comments received through the survey (there were approximately 700 participants that responded to the survey questions to provide feedback on the Land Use Vision and Priorities statements, and over 200 of those provided comments at the conclusion of the survey), participants identified a variety of desired priorities related to public and civic spaces, including the following top themes.

The top key themes from the comments documented include:

- 1. Housing:** Respondents showed interest in prioritizing housing over other uses at both BART sites. The majority of these comments encouraged the development of 100% affordable housing, while others were open to the development of all types of housing (i.e. market rate, above moderate housing).
- 2. Supportive Retail:** A number of participants encouraged locating supportive, more community-oriented retail services at both BART stations. Suggested types of retailers included dry cleaner services, credit unions, and food and drink establishments.
- 3. Need for Parking:** Many respondents focused on protecting parking for either commuters who use the North Berkeley station, or for existing residences nearby. Many of these comments were concerned about how the reduction in parking would reduce ridership and lamented existing AC transit services available from the hills to North Berkeley station. Some respondents explicitly discouraged increased density at this site due to concerns about parking availability and increased congestion.
- 4. Biker and Pedestrian Priority:** Many respondents advocated for better infrastructure for bicyclists and pedestrians. Many of these comments supported better, car-free connections to the Ohlone Greenway and the wider community. With a reduction in parking, some comments proposed providing shuttle services from various parts of the city (i.e. hills) to facilitate connections with BART and other transit services.
- 5. Public Open Space:** Participants recommended that additional public or open space be incorporated into the design of the respective stations. Citing the recreational use of existing surface lots during COVID, respondents asked that certain areas be designated for play and other free-form activities. Other respondents specifically highlighted the need for more community gardens and other amenities that allow for the enjoyment of nature.

Survey Responses for Land Use

Below are the summary tables of survey question responses for the Land Use topic.



Shared Priorities for Land Use

A. OVERALL MIX OF USES: At both stations, the predominant use will be transit-oriented housing and transit uses, complemented by public space and appropriate non-residential uses. Additional priorities for these uses are found in the Affordable Housing, Public and Civic Space, and Station Access and Parking Management sections of this document.

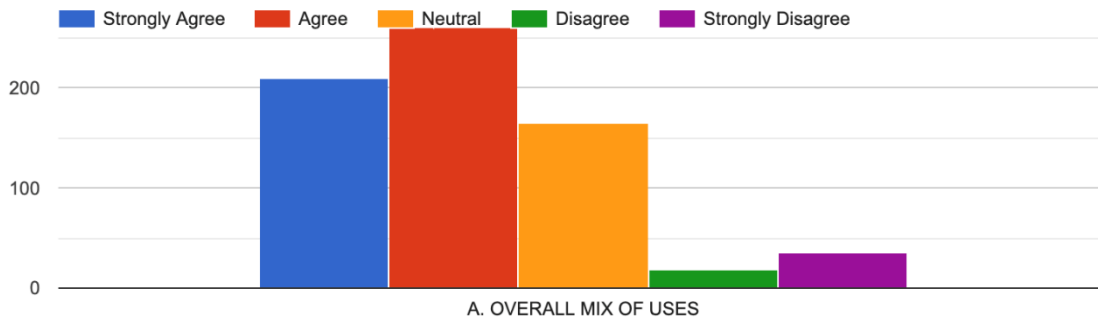


Figure 0:31 Bar chart of Land Uses Shared Priority A. (Overall Mix of Uses)

B. NON-RESIDENTIAL SPACES: Curate and program any non-residential spaces to provide interest and character, encourage community gathering, support social interactions, and provide unique neighborhood activities and services. Any non-residential uses should be customized to meet the unique needs of each station and neighborhood.

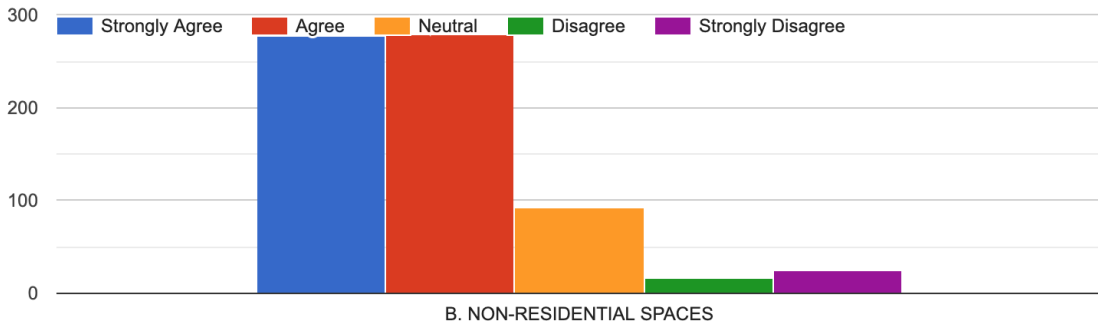


Figure 0:32 Bar chart of Land Uses Shared Priority B. (Non-Residential Spaces)



Ashby Priorities for Land Uses

A. ROLE OF NON-RESIDENTIAL USES: Non-residential uses at Ashby should reinforce the area’s historic role as a center of neighborhood commerce, cultural expression, social connection, and economic empowerment.

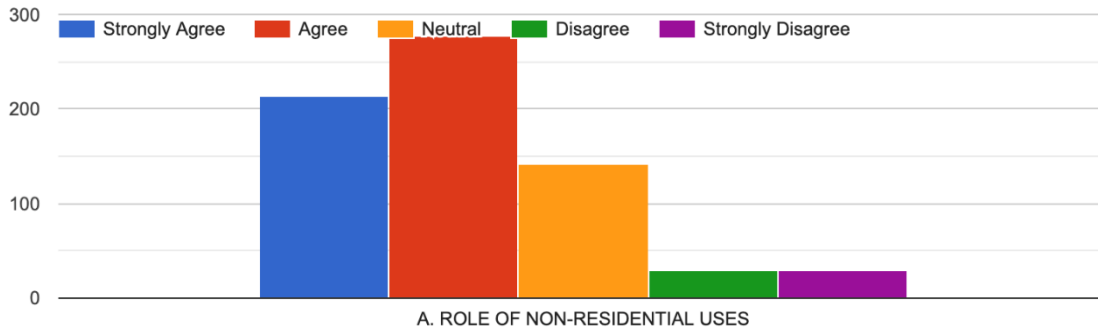


Figure 0:33 Bar chart of Land Uses Ashby Priority A. (Role of Non-Residential Uses)

B. NON-RESIDENTIAL ACTIVE FRONTAGES: Non-residential uses should have active frontages oriented towards Adeline Street, Ashby Avenue, and the future Flea Market public space. Ground-floor uses should activate public space and complement the Flea Market, while promoting everyday activities when the Flea Market isn’t occurring.

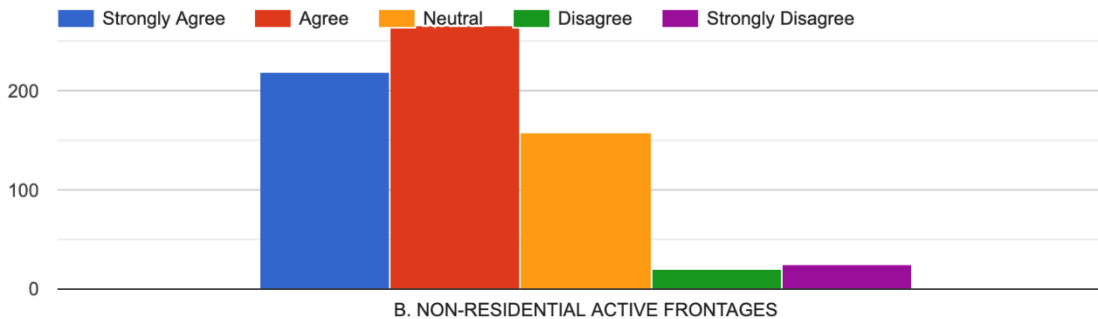


Figure 0:34 Bar chart of Land Uses Ashby Priority B. (Non-Residential Active Frontages)



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C. PRIORITIZED NON-RESIDENTIAL USES: The following types of potential non-residential uses should be prioritized, though not all are anticipated to be present in any one development project (specific permitted and prohibited uses for Ashby Station will be identified in the municipal zoning code):

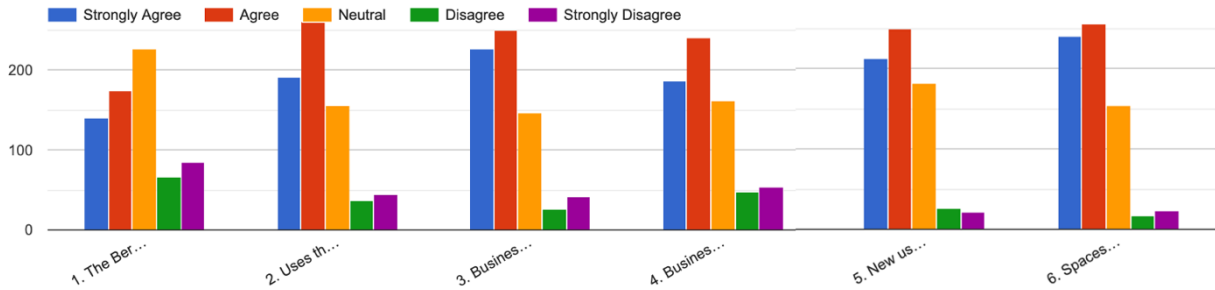


Figure 0:35 Bar chart of Land Uses Ashby Priority C. (Prioritized Non-Residential Uses)

Additional Questions for Ashby Land Uses

A. Are there any uses in the above list that should not be allowed at Ashby?

690 responses

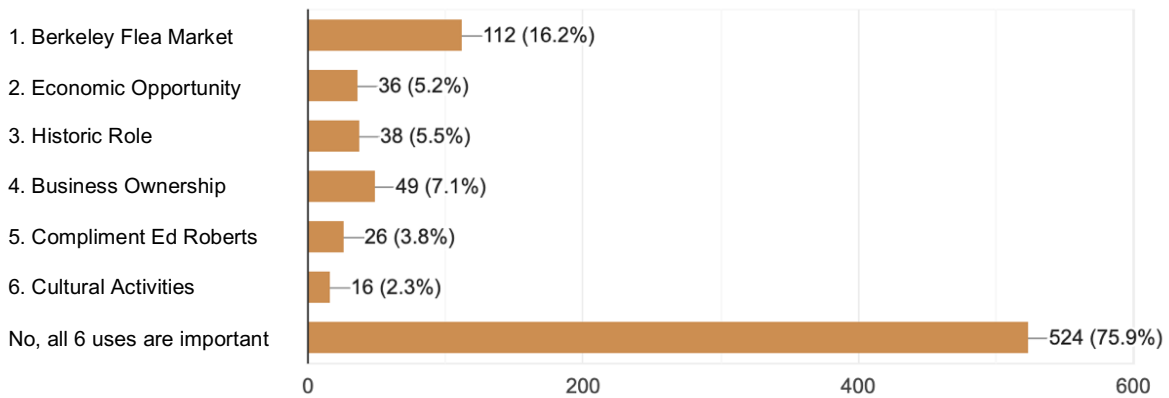


Figure 0:36 Bar chart of Land Uses Ashby Additional Questions A. (De-Prioritized Uses)



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C. Which of the above uses are your top 3 priorities for Ashby?

690 responses

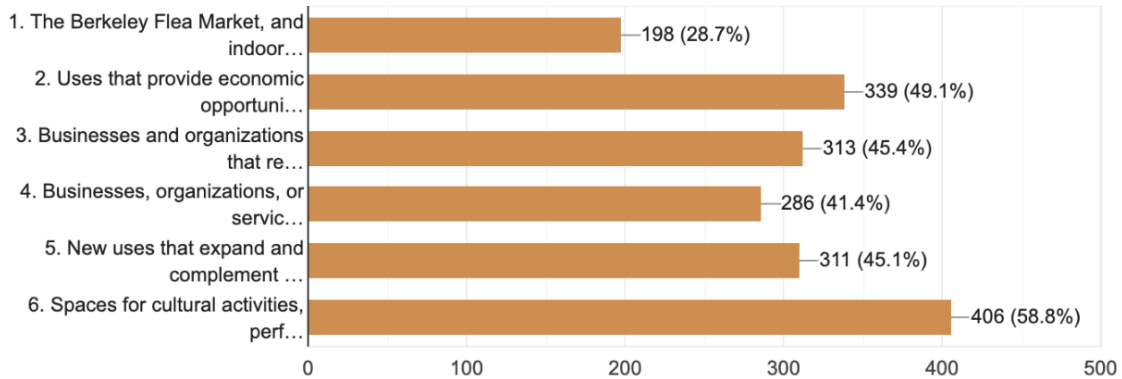


Figure 0:37 Bar chart of Land Uses Ashby Additional Questions C. (Top 3 Uses)³

North Berkeley Priorities for Land Uses

A. ROLE OF NON-RESIDENTIAL USES: Non-residential uses such as retail, services, or indoor community spaces are anticipated to have a limited role at North Berkeley.

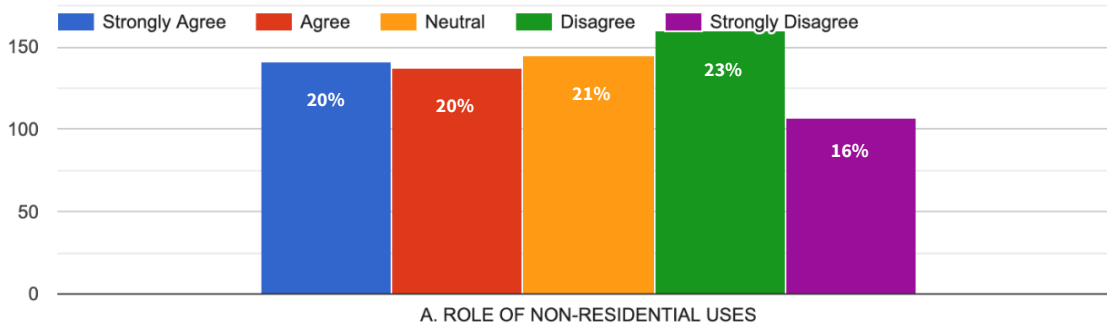


Figure 0:38 Bar chart of Land Uses North Berkeley Priority A. (Role of Non-Residential Uses)

³ *Note, Additional Question B is represented in the open comment fields



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B. NON-RESIDENTIAL ACTIVE FRONTAGES: Non-residential uses that do occur should be oriented with active frontages towards the Ohlone Greenway, and potentially towards Sacramento Street.

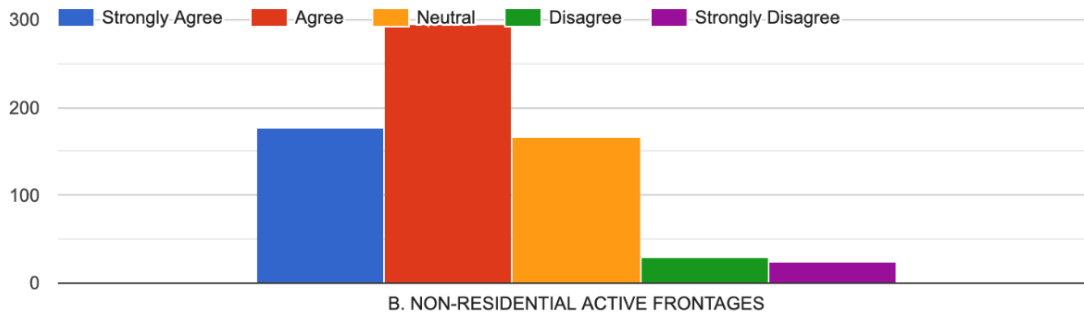


Figure 0:39 Bar chart of Land Uses North Berkeley Priority B. (Non-Residential Active Frontages)

C. RESPECT NEIGHBORHOOD NEEDS: Non-residential uses that do occur should be focused towards meeting neighborhood needs and complementing the existing range of businesses and services already available nearby.

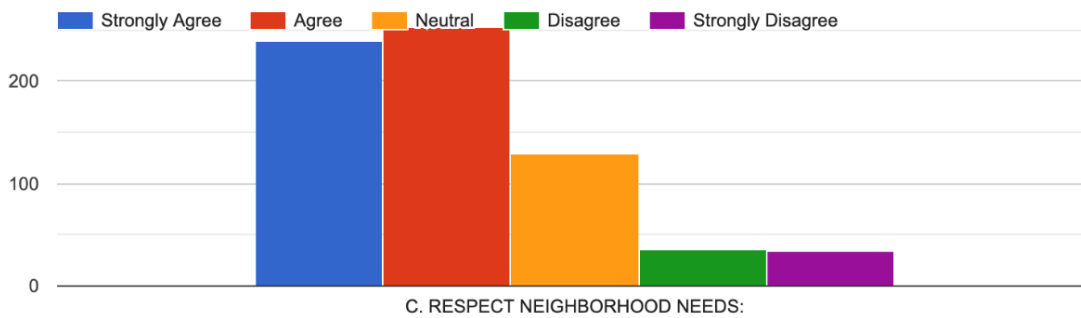


Figure 0:40 Bar chart of Land Uses North Berkeley Priority C. (Respect Neighborhood Needs)



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D. POTENTIAL NON-RESIDENTIAL USES: Non-residential uses may include the following (specific permitted and prohibited uses for North Berkeley Station will be identified in the municipal zoning code):

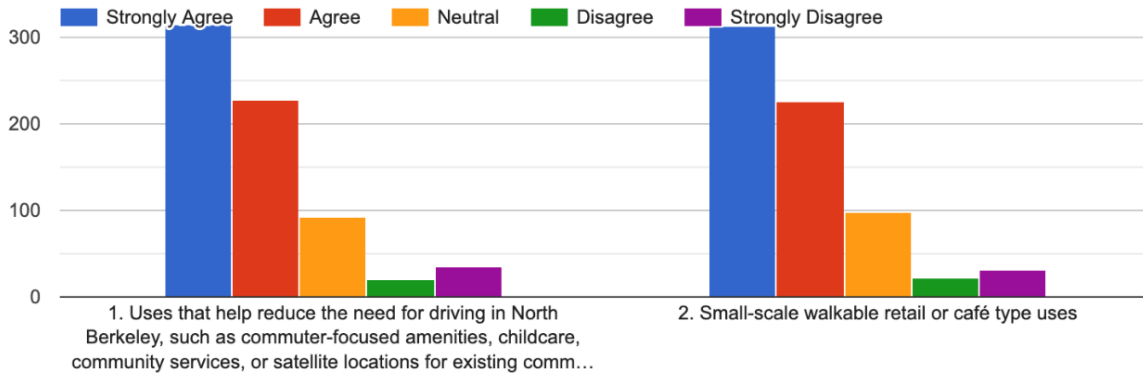


Figure 0:41 Bar chart of Land Uses North Berkeley Priority D. (Potential Non-Residential Uses)

Additional Questions for North Berkeley Land Uses

A. Are there any uses in the above list that should not be allowed at North Berkeley?

690 responses

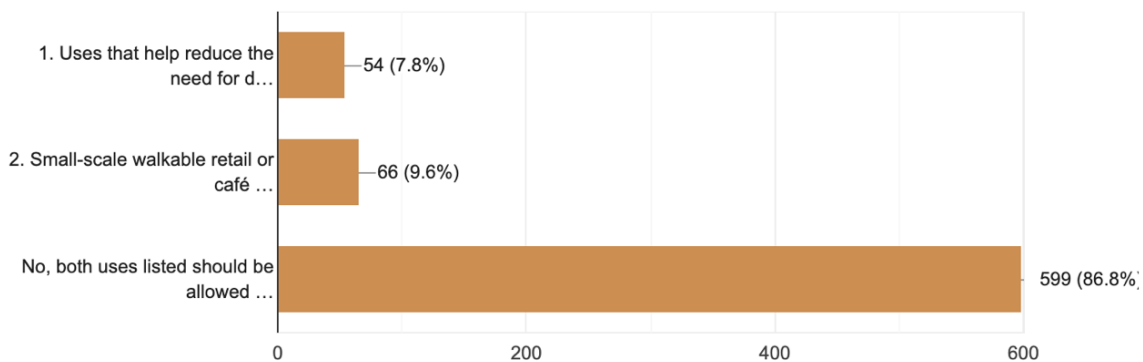


Figure 0:42 Bar chart of Land Uses North Berkeley Addition Questions A. (De-Prioritize Uses)



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C. Which of the uses is your top priority for North Berkeley?

690 responses

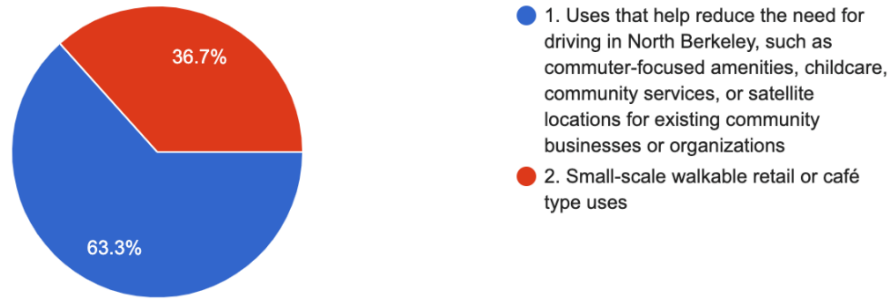


Figure 0:43 Pie chart of Land Uses North Berkeley Addition Questions A. (Top Priority Use)⁴

⁴ *Note, Additional Question B is represented in the open comment fields



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BUILDING FORM

Community Workshop Discussion for Building Form

During the Community Workshop discussion and comments received through the survey (approximately 700 participants took the survey to provide feedback on the Building Form Vision and Priorities statements, and roughly 300 of those provided comments at the conclusion of the survey), participants identified a variety of desired priorities related to public and civic spaces, including the following top themes.

- 1. Zoning and AB2923:** Community members asked questions about the specific definitions of FAR (Floor Area Ratio) and the 7-story requirement. There was concern over the amount of building area that could be created by allowing 4.2 FAR and discussion that the project is not required to build to 4.2 FAR or to 7 stories but the City must allow for it in the zoning. BART directed people with further questions to www.BART.gov/ab2923. Some write-in responses discussed the flaws of AB2923 including the FAR requirement and one requested that North Berkeley not be zoned commercial.
- 2. Building Height:** Many community members asked whether we could consider a building height at less than the zoned height such as a 4-5 story building height, and also expressed a desire for “village style” apartments. Some discussed (and wrote in) concerns about solar access, with one commenter suggesting a daylight plane of 45 degrees to maintain sun access to existing homes. There was a request for the consultant team to illustrate a 4-5 story option with concern for neighborhood character. There were also many comments in support of density and height to address the housing and climate crises. Comments included the idea that North Berkeley and Ashby stations should have similar densities and that more housing is appropriate at these transit station locations. There was some discussion about Berkeley’s restrictive single-family zoning history. Write-in responses were mixed. Many respondents discussed maximum zoning for 7 stories and up to maximize housing and affordability at the transit station. Others felt that 7 stories was too high and 4 or 5 stories max, stepping down at the edges would fit better with the character of the neighborhood.
- 3. Other Solutions to Provide More Housing:** Community members discussed other solutions to provide more housing elsewhere in the City, including providing housing in empty commercial spaces, revitalizing empty buildings, building more housing in the hills, and all around Berkeley. A substantial number of respondents expressed the view that the North Berkeley BART area already had open space resources, and noted a concern that land used for the creation of new open spaces on the North Berkeley station site could instead accommodate more housing construction.



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- 4. Creating a Connection for the Ohlone Greenway and Pedestrian and Bike Access:** Respondents wanted the project to establish a clear connection through the station site for the Ohlone Greenway. Respondents also wanted safe and reliable access for bicycles and pedestrians to the BART station and through the station site, as well as specific amenities such as bicycle lockers, dedicated bicycle lanes, and more prominent pedestrian crossings. Respondents also placed a heavy emphasis on pedestrian and bicycle safety and designing a realm that was welcoming for pedestrians and bicyclists of all ages.
- 5. Green Open Space:** Many respondents emphasized the need to create open spaces on-site for the use of residents and the general public. Smaller groups of respondents specifically called for active open space uses, such as playgrounds, although most respondents expressed a preference for passive recreational uses, such as gathering spaces for small groups and just overall quality landscaping.
- 6. Parking:** Many respondents expressed the view that any project should include vehicle parking to accommodate project residents and BART users to prevent parking “spillover” into surrounding neighborhoods. There was a difference of opinion on parking with some respondents asking for parking to be included in the conversation now and others stating that no parking should be required to help with project feasibility. Questions were also asked about BART parking.
- 7. Pedestrian safety and access to Ashby station from the east should be improved.**
- 8. Neighborhood Quality:** Some respondents stated that buildings should prioritize access to sunlight, open spaces and community as much as affordability. Many also thought that the #1 priority should be providing as much housing as possible. There was also discussion regarding encouraging creative and attractive building design and recognizing that North Berkeley’s residential nature. Pitched and interesting roof profiles were mentioned as well as attention to the spaces between the buildings.
- 9. Joint Vision and Priorities statements survey:** There were a fair number of comments that the Joint Vision and Priorities statements were difficult to comment on because they combined too many elements - that some may be desired and others not in the same statement. Other commenters thought the height questions should be specific to the street frontages, separately from the interior of the properties. There were also a few questions asking for simple definitions of massing, articulation, FAR, architectural variety, and other technical terms and images to help illustrate the concepts.
- 10. Other comments:** Community members had a number of other questions/comments regarding this process reflecting community desires and concern that the process incorporates a diversity of perspectives representative of the communities discussed.



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Survey Responses for Building Form

Below are the summary tables of survey responses to provide feedback on the Building Form Vision and Priorities statements.

Shared Priorities for Building Form

A. HEIGHT: The City and BART acknowledge that AB 2923 does not permit zoning to restrict building height below seven stories, but desire variations in building height and form at both stations, and anticipate that some buildings and some portions of buildings will be shorter than seven stories.

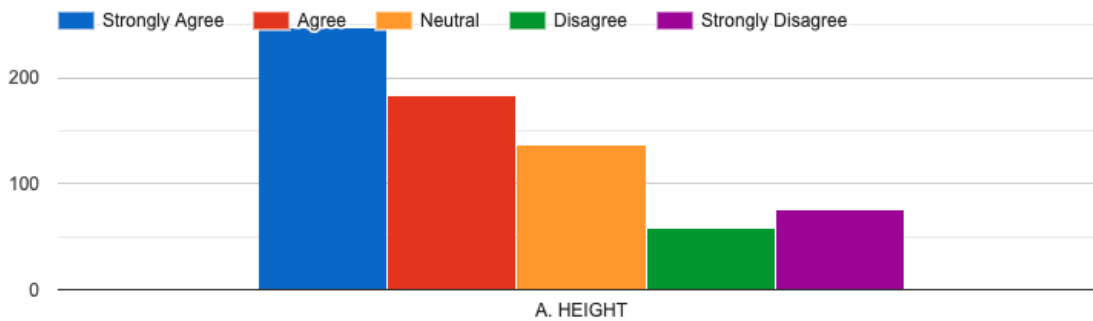


Figure 0:44 Bar chart of Building Form Shared Priority A. (Height)

B. FLOOR AREA RATIO: The City and BART acknowledge that AB 2923 does not permit zoning to restrict development below 4.2 Floor Area Ratio (FAR), but will consider buildings or site designs below 4.2 FAR if they are financially feasible and consistent with the zoning and other objectives stated in the Joint Vision and Priorities.

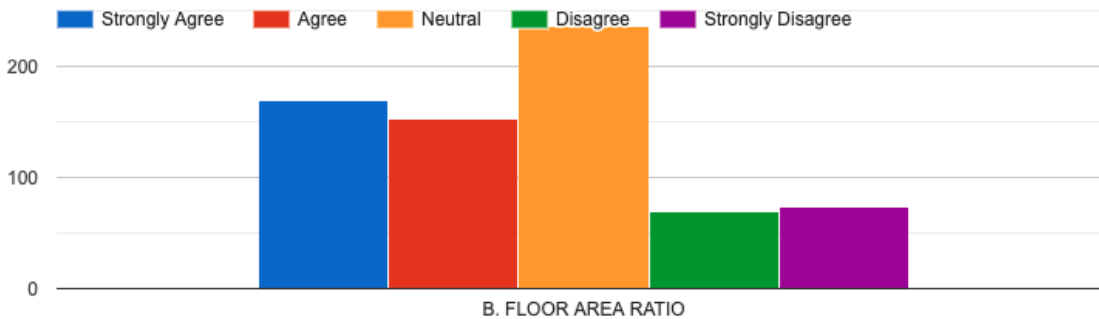


Figure 0:45 Bar chart of Building Form Shared Priority B. (Floor Area Ratio)



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C. CONTEXT: Building design should consider the scale and character of the surrounding built environment.

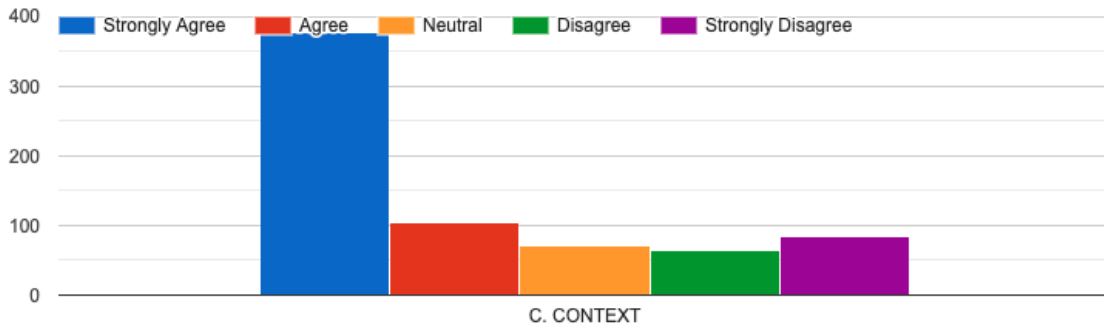


Figure 0:46 Bar chart of Building Form Shared Priority C. (Context)

D. LOCATION AND ORIENTATION: Locate and design new buildings to enhance public spaces while mitigating impacts on existing neighbors through site orientation, setbacks, lines of sight between buildings, landscape and topography.

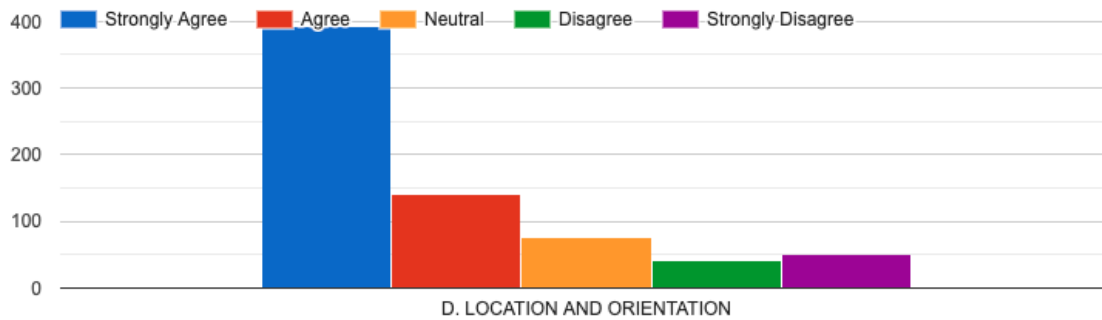


Figure 0:47 Bar chart of Building Form Shared Priority D. (Location and Orientation)



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E. EQUITABLE DESIGN QUALITY: Design affordable housing units in a way that integrates with the larger project and shares the same design standards, quality, and amenities.

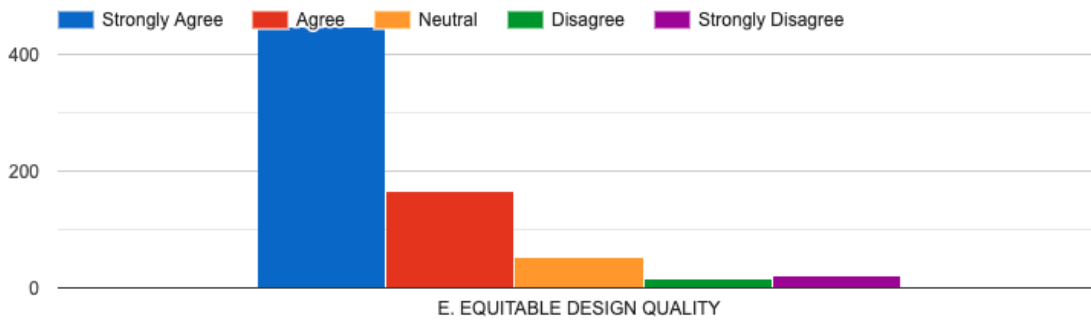


Figure 0:48 Bar chart of Building Form Shared Priority E. (Equitable Design Quality)

F. SMALL BLOCKS: Prioritize site designs with smaller blocks and building footprints instead of larger blocks.

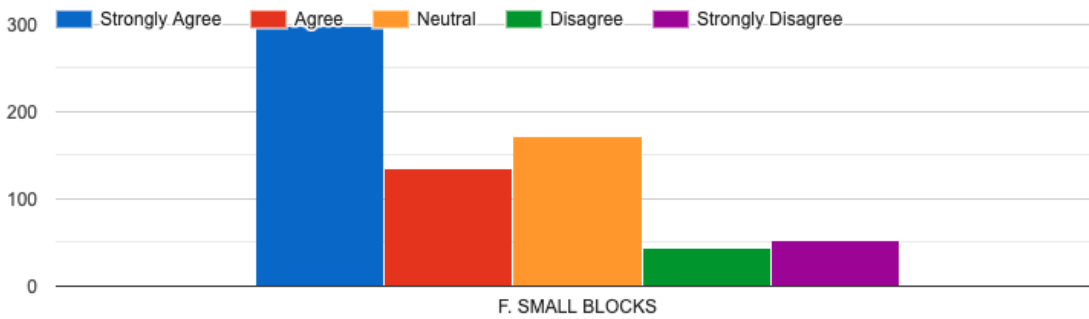


Figure 0:49 Bar chart of Building Form Shared Priority F. (Small Blocks)



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G. ARCHITECTURAL VARIETY: Buildings should be designed to provide visual interest with variation in height, scale, massing, rooflines, materials, and architectural styles.

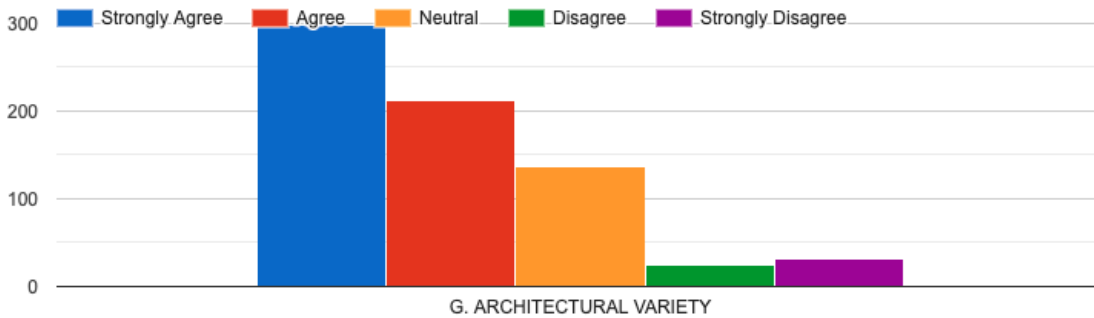


Figure 0:50 Bar chart of Building Form Shared Priority G. (Architectural Variety)

H. MASSING AND ARTICULATION: Provide regular massing breaks, as well as both horizontal and vertical articulations of buildings, to respond to the existing neighborhood context and character, particularly at the edges of the site.

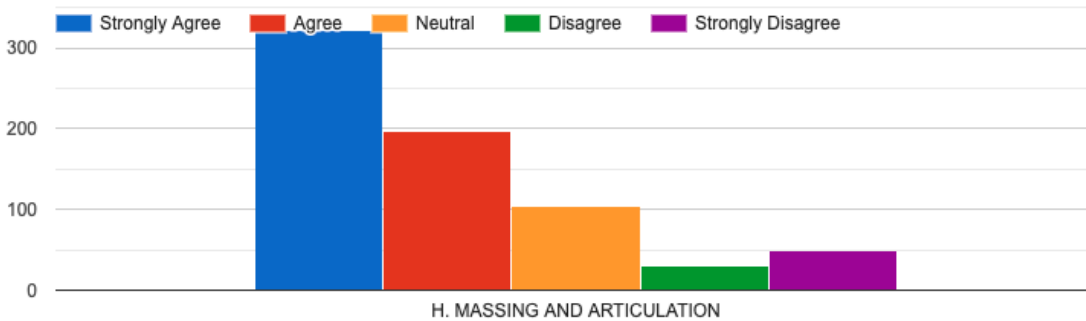


Figure 0:51 Bar chart of Building Form Shared Priority H. (Massing and Articulation)



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I. UNIT DIVERSITY: Encourage building forms that allow a diversity of unit sizes, types, and configurations.

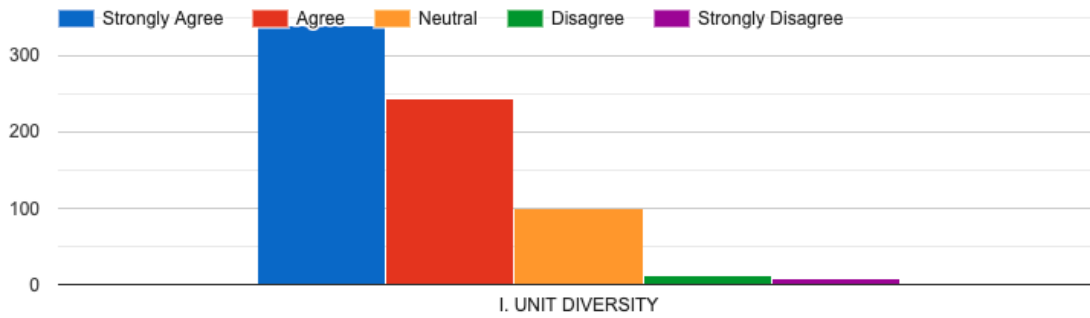


Figure 0:52 Bar chart of Building Form Shared Priority I. (Unit Diversity)

J. SUNLIGHT: Seek to configure buildings and include design strategies that allow sunlight to reach public spaces, and design outdoor spaces, active retail frontages, and outdoor seating to maximize southern, western, and/or eastern exposure.

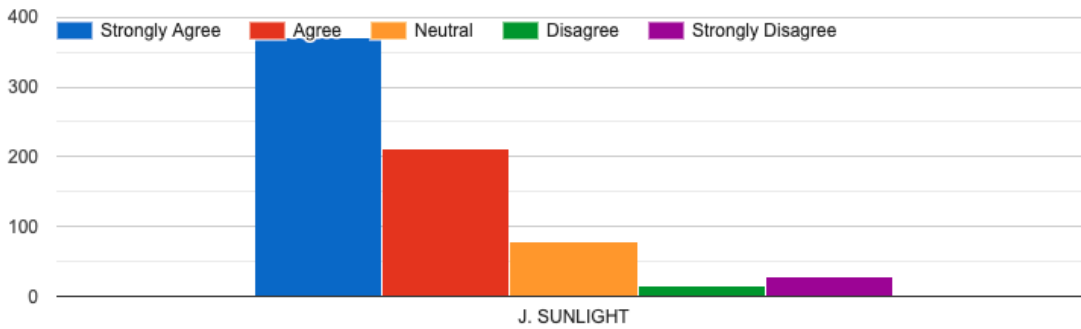


Figure 0:53 Bar chart of Building Form Shared Priority J. (Sunlight)



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K. OUTWARD-FACING ENTRANCES: For ground-floor housing units, encourage outward-facing entrances with a range of design treatments and access strategies that could include stoops, front doors, courtyard and forecourt entrances, ramped or at-grade universally accessible entries, outward-facing and visually permeable lobby entrances, and transition spaces from private frontages to public spaces.

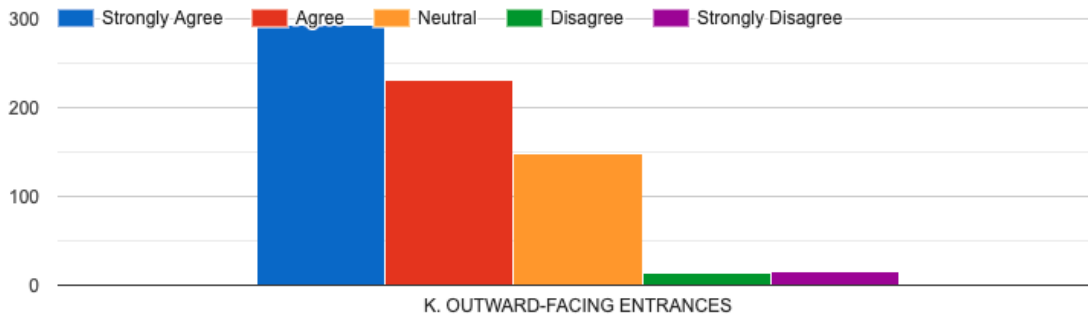


Figure 0:54 Bar chart of Building Form Shared Priority K. (Outward-Facing Entrances)

L. GROUND-FLOOR NON-RESIDENTIAL FRONTAGES: For ground-floor non-residential uses, provide frequent windows and doors, visual permeability between indoors and outdoors, frontage onto public space, direct access to the pedestrian circulation network, and activation strategies such as outdoor seating, dining, display spaces, public art, and architectural detailing.

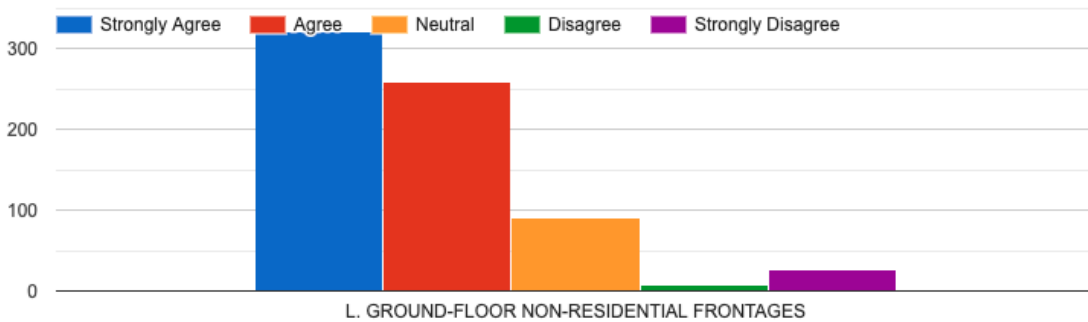


Figure 0:55 Bar chart of Building Form Shared Priority L. (Ground-Floor Non-Residential Frontages)



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M. UNIVERSAL ACCESSIBILITY: Preference building designs with universally accessible units and elevator redundancy to promote accessibility for seniors and those with disabilities.

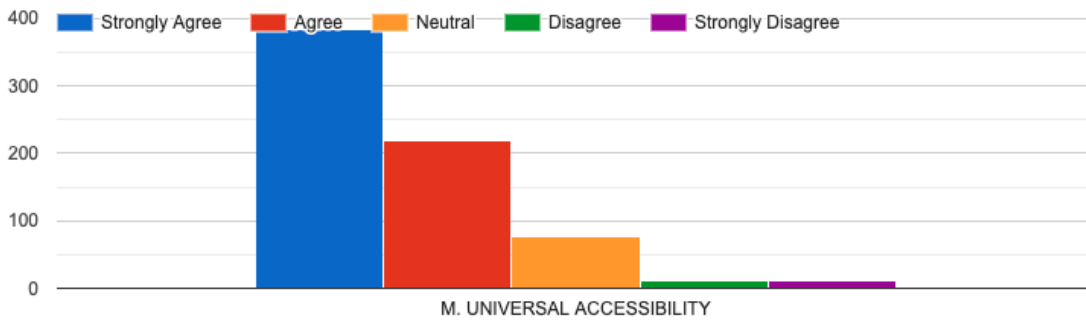


Figure 0:56 Bar chart of Building Form Shared Priority M. (Universal Accessibility)

N. BART ENTRANCES: Ensure that BART entrances are featured prominently and integrated into the overall site plan.

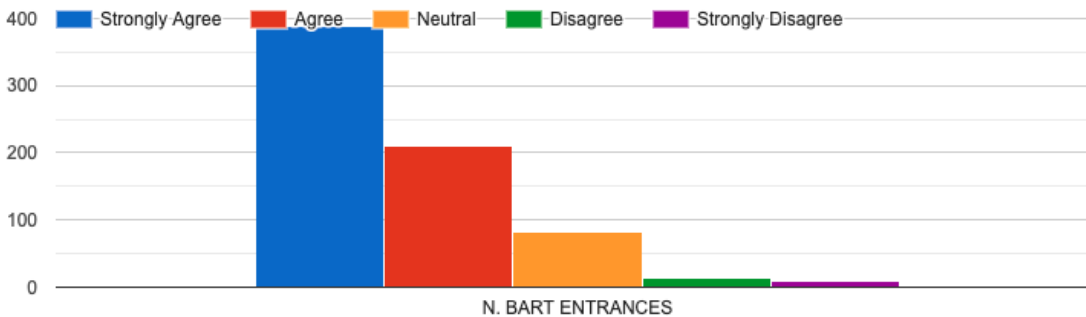


Figure 0:57 Bar chart of Building Form Shared Priority N. (Bart Entrances)



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O. INTEGRATED GREEN SPACE: Integrate gardens, courtyards, roof terraces, trees, native landscaping, and other green spaces into building architecture and site design.

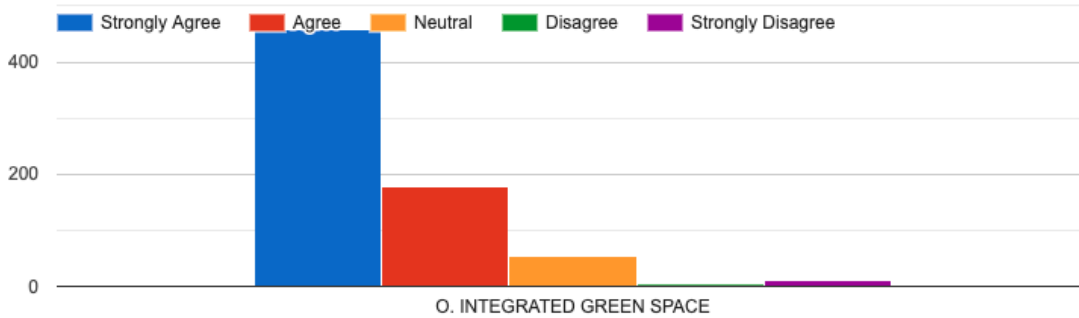


Figure 0:58 Bar chart of Building Form Shared Priority O. (Integrated Green Space)

Ashby Priorities for Building Form

A. MASSING AND HEIGHT FOCUS: Focus density, massing, and building height towards Adeline Street and Ashby Avenue on the west parking lot parcel, and towards the rear of the Ed Roberts Campus on the east parking lot parcel.

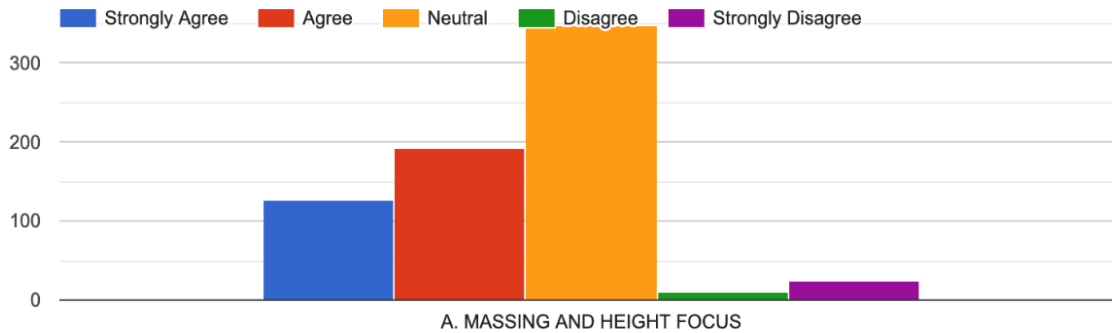


Figure 0:59 Bar chart of Building Form Ashby Priority A. (Massing and Height Focus)



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B. ACTIVE FRONTAGES: Connect new buildings to Adeline Street and Ashby Avenue with direct pedestrian access, minimal setbacks, and active frontages to complement the existing active uses across the street.

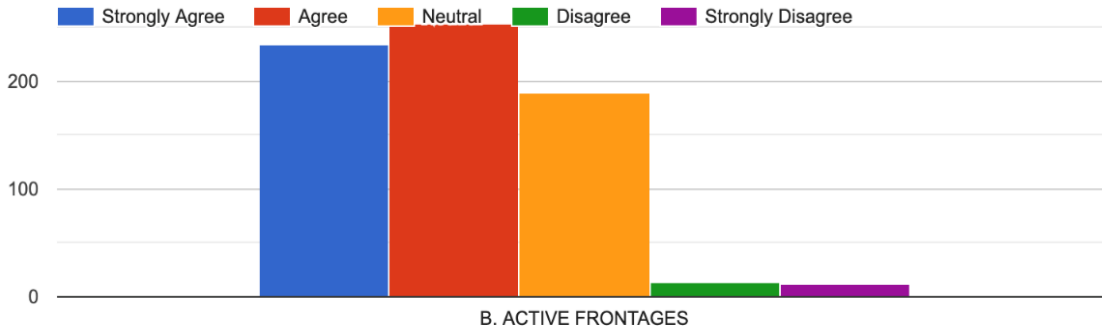


Figure 0:60 Bar chart of Building Form Ashby Priority B. (Active Frontages)

C. SITE DESIGN AND MASSING: Ensure that building forms, massing, and the overall site plan provide sufficient space and sunlight for the Flea Market and other civic and community uses.

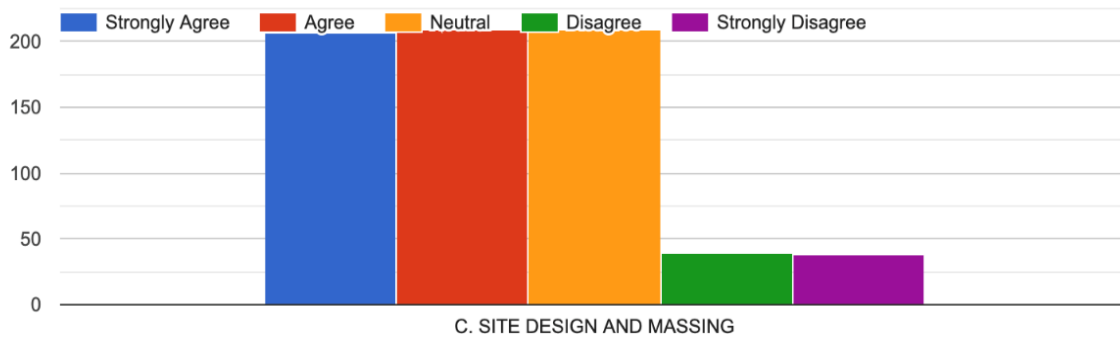


Figure 0:61 Bar chart of Building Form Ashby Priority C. (Site Design and Massing)



North Berkeley Priorities for Building Form

A. MASSING AND HEIGHT FOCUS: Focus density, massing, and building height towards the Ohlone Greenway and the center of the site, as well as towards Sacramento Street.

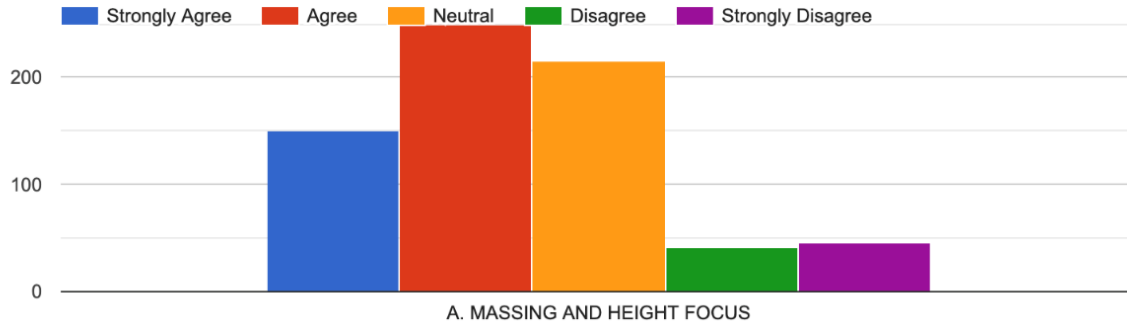


Figure 0:62 Bar chart of Building Form North Berkeley Priority A. (Massing and Height Focus)

B. MASSING BREAKS AND STEP-DOWNS: Provide massing breaks, step-downs in height, and frequent pedestrian building entrances along Delaware Street, Acton Street, and Virginia Street, with building forms and frontages that create a residential character and scale.

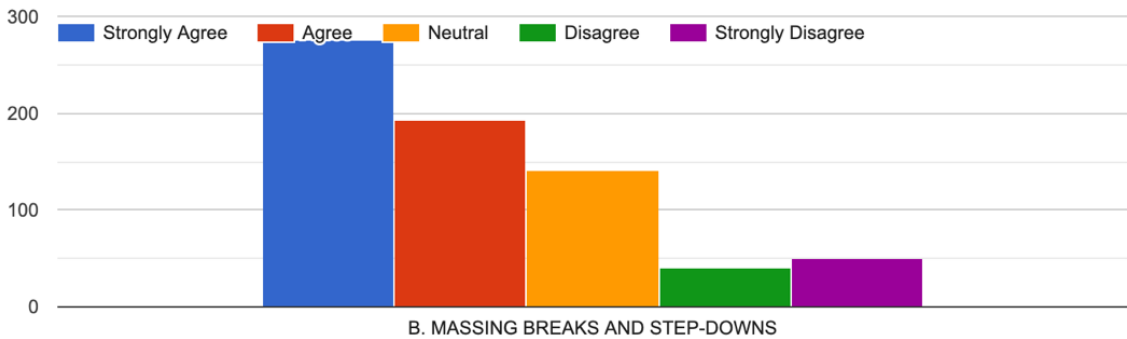


Figure 0:63 Bar chart of Building Form North Berkeley Priority B. (Massing Breaks and Step-downs)



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C. ACTIVE FRONTAGES: Prioritize active frontages, architectural detailing, public space programming, and car-free activities along the Ohlone Greenway.

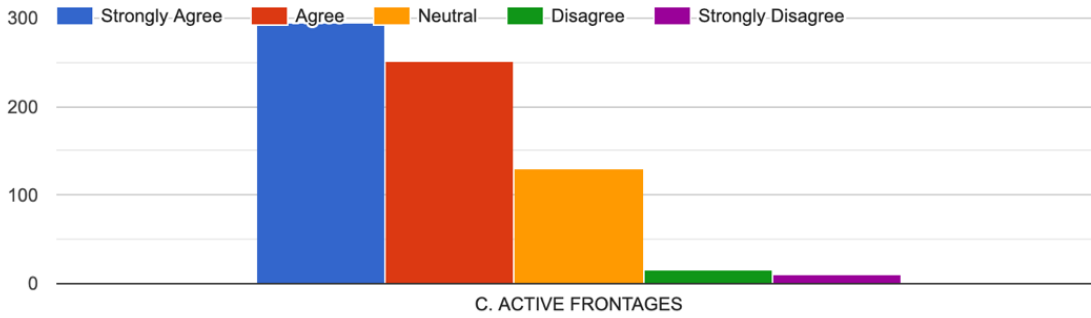


Figure 0:64 Bar chart of Building Form North Berkeley Priority C. (Active Frontages)

Additional Questions for Building Form

A. Which features listed above are most important to building form? Please select up to 5 features.

682 responses

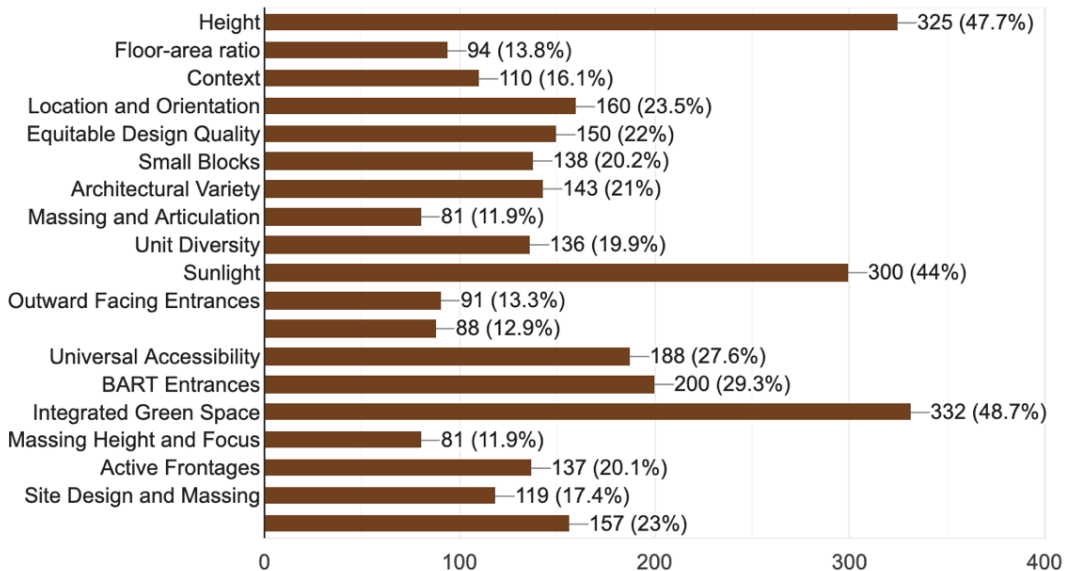


Figure 0:65 Bar chart of Building Form Additional Questions A. (Important Features)



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B. At the center of the site at Ashby, what is the ideal height for buildings?

702 responses

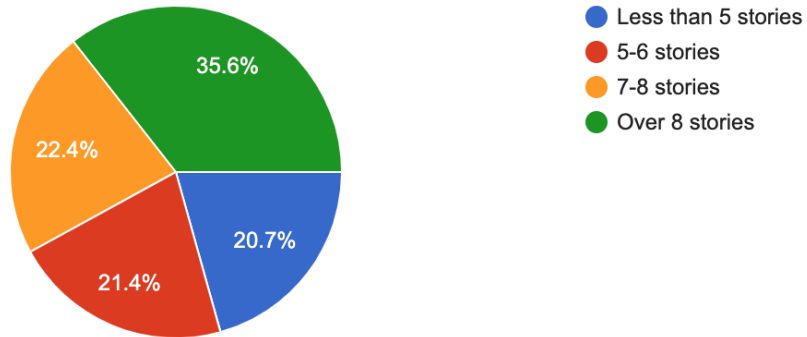


Figure 0:66 Pie chart of Building Form Additional Questions B. (Ideal Center Height at Ashby)

C. At the edges of the site at Ashby, what is the ideal height for buildings?

702 responses

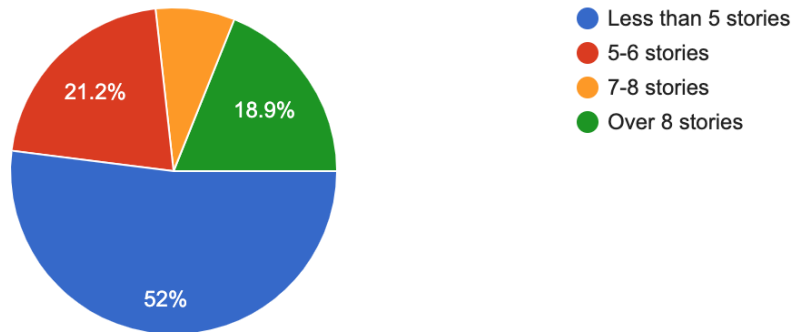


Figure 0:67 Pie chart of Building Form Additional Questions C. (Ideal Edge Height at Ashby)



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D. At the center of the site at North Berkeley, what is the ideal height for buildings?

702 responses

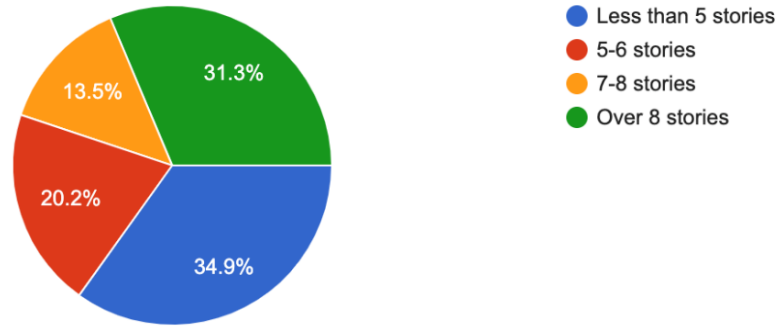


Figure 0:68 Pie chart of Building Form Additional Questions B. (Ideal Center Height at North Berkeley)

E. At the edges of the site at North Berkeley, what is the ideal height for buildings?

702 responses

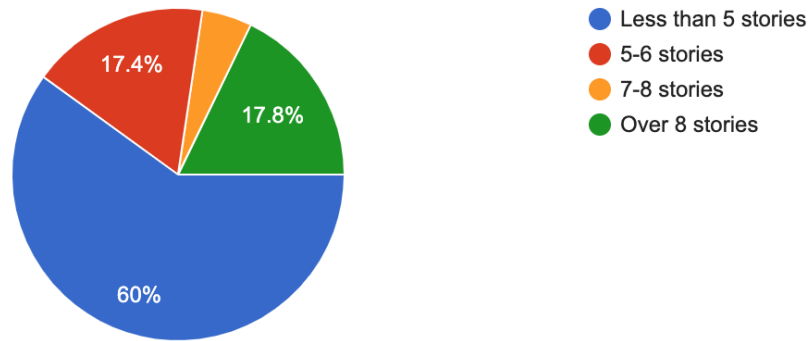


Figure 0:69 Pie chart of Building Form Additional Questions E. (Ideal Edge Height at North Berkeley)

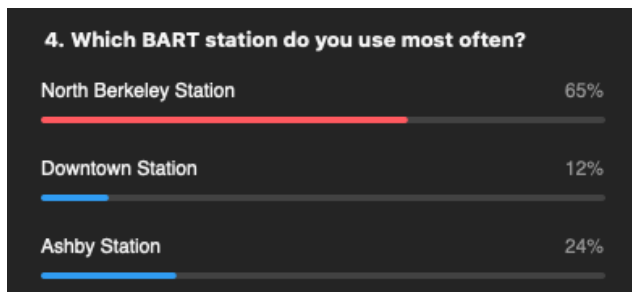
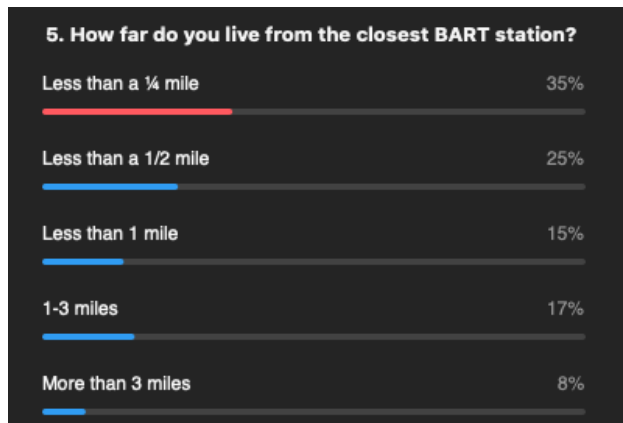
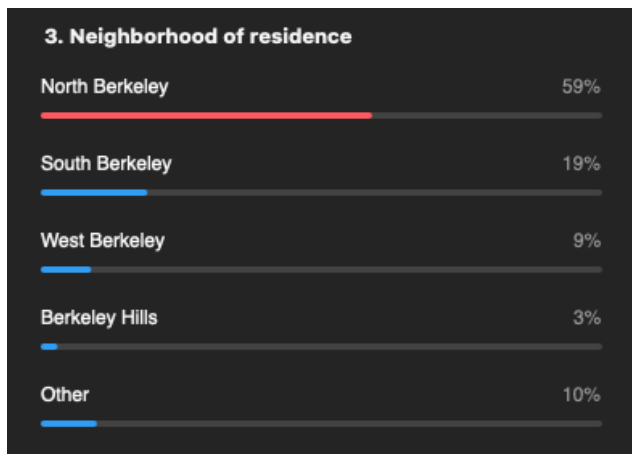
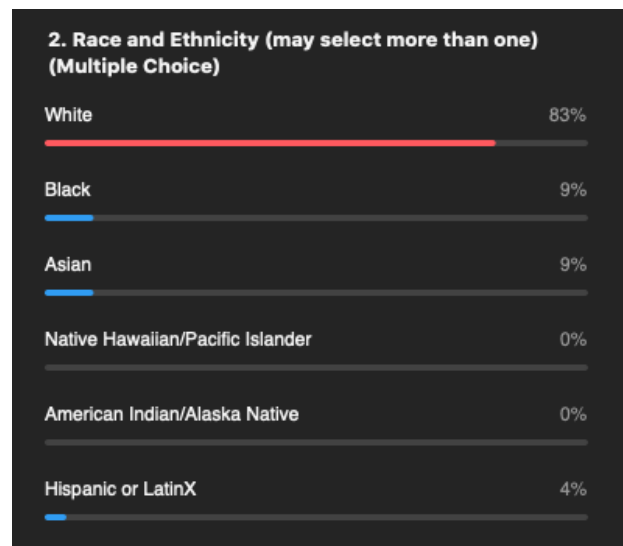
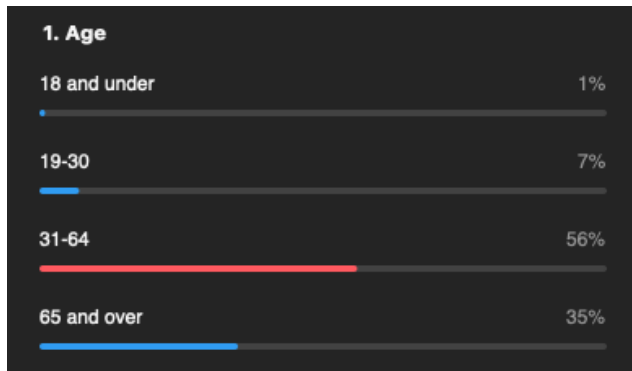


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APPENDIX

LIVE POLL RESULTS FROM COMMUNITY WORKSHOP

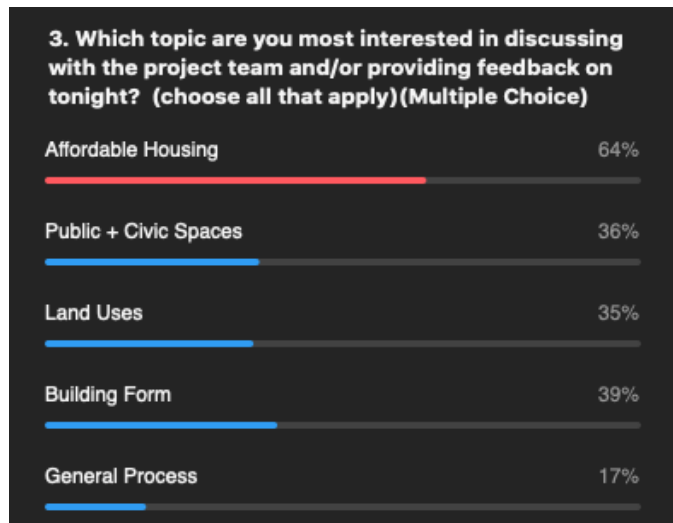
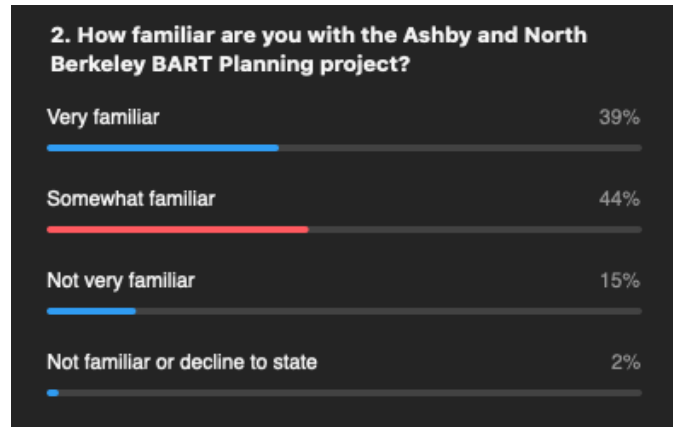
Demographics of Meeting Participants





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Project Familiarity and Interests



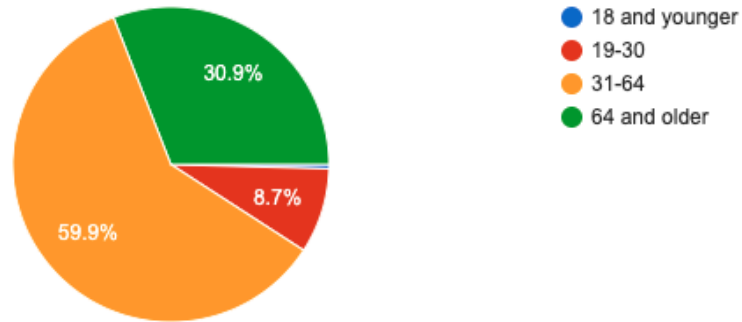


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DEMOGRAPHIC RESULTS FROM SURVEY

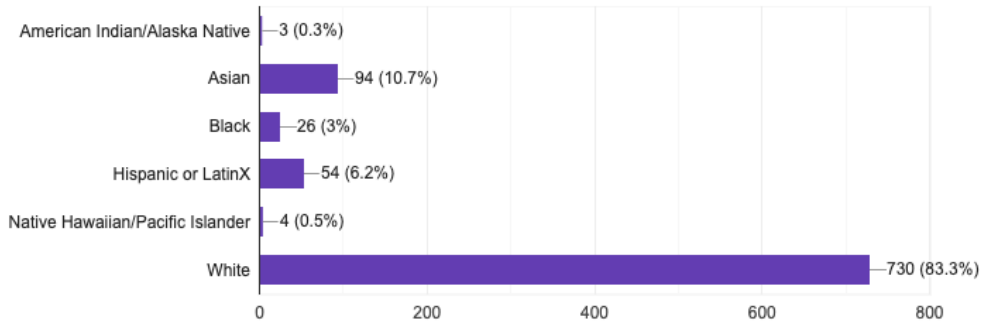
Select Your Age

906 responses



Select Your Race and Ethnicity

876 responses

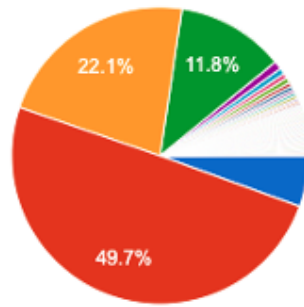




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Select Your Neighborhood of Residence

901 responses

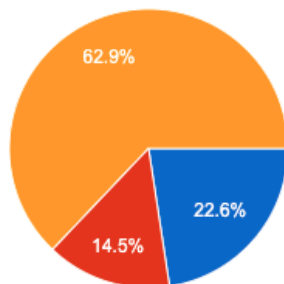


- Berkeley Hills
- North Berkeley
- South Berkeley
- West Berkeley
- Central Berkeley
- Albany
- San Francisco
- North Oakland
- Elmwood
- Westbrae
- Downtown
- Downtown Berkeley
- Oakland
- North Oakland
- Richmond
- central berkeley

- Central Berkeley (west of campus, ea...
- Southeast Berkeley (not hills or South...
- Mosswood (Oakland); previously Sout...
- Southwest Berkeley
- Downtown/Central Berkeley
- Bushrod
- Elmwood/Claremont
- Outside of Berkeley, but attend school...
- Poets Corner
- Homeless
- Berkeley/Oakland line at Alcatraz and...
- Central Berkeley: on McGee near Uni...
- Poet's Corner
- Central Berkeley/Downtown
- Downtown Berkeley
- 10th Street and Cedar
- North of university
- Downtown Berkeley Business Owner
- Northern Downtown Berkeley
- Ohlone Park
- East bay
- Santa Clara County
- Upper Telegraph
- SL
- North Oakland, 3 blocks from Ashby B...
- McGee Spaulding
- Central Berkeley? Near the HS
- Richmond Annex
- SOUTHWEST BERKELEY
- Central
- Emeryvillr
- Telegraph Area
- Mc Gee's Farm
- north oakland
- Piedmont Avenue
- Downtown/Northside
- Central
- planning to move to Berkeley
- Northwest Berkeley
- Need to give boundaries.
- Flats
- Alameda
- Rockridge
- Flatlands
- Oakland
- Poets corner
- Central/Dwontown
- Emeryville
- South-West Berkeley
- North Oakland - 2 blocks from Ashby BART
- El Cerrito

Which BART station do you use most often?

903 responses



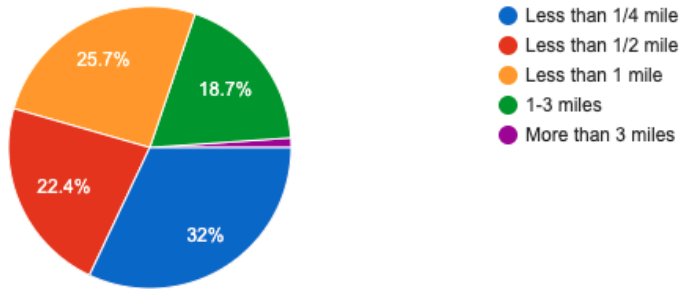
- Ashby station
- Downtown station
- North Berkeley station



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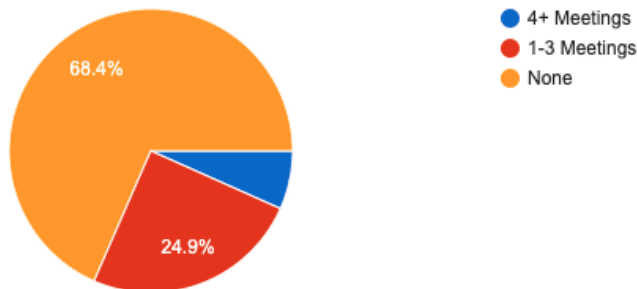
How far do you live from the closest BART station?

909 responses



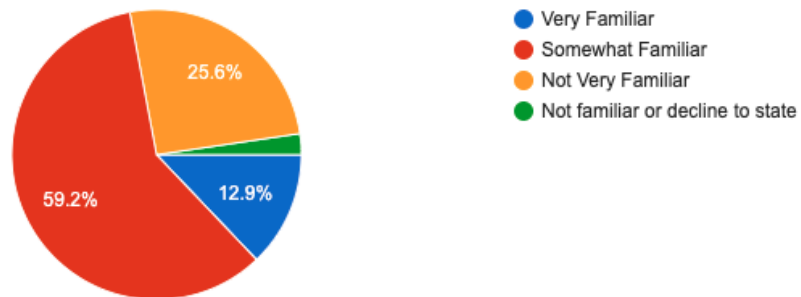
How many Ashby and North Berkeley BART Planning related meetings have you attended before tonight (e.g., Community Advisory Group Meetings, Community Workshop, Office Hours)?

900 responses



How familiar are you with the Ashby and North Berkeley BART Planning project?

901 responses

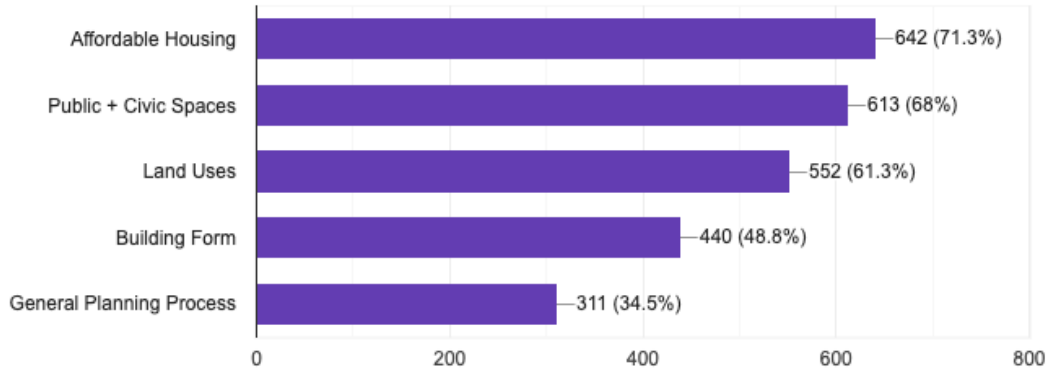




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Which topic(s) are you most interested in? (choose all that apply)

901 responses





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EMAILS RECEIVED

The following summarizes the contents of the approximately 90 emails received following the Community Workshop through February 22, 2021, at the bartplanning@berkeley.edu. (emails attached)

- Around a third of the emails received were nearly identical emails from neighbors of the North Berkeley BART station that expressed support for building more housing at the North Berkeley BART station. These emails expressed support for the following:
 - Maximizing housing at all income levels.
 - Maximizing the number of affordable housing units than the percentage of affordable housing units.
 - Decision making that prioritizes pedestrians over motorists.
 - Consideration of the access needs of current North Berkeley BART patrons who live in the hills.
- Another third of the emails received were nearly identical emails from neighbors of the North Berkeley BART station that expressed the following:
 - The ongoing planning process is ignoring the preferences of the neighborhood by not considering a project that is four stories in the middle, stepping down to two stories at the parameter.
 - Any proposed project should fit the neighborhood (e.g. be low-rise, not 8+ stories tall)
 - As the project is proposed on public land, the project should be 100% affordable.
- Nearly 10 of the emails received were form emails from Berkeley residents that expressed support for the following:
 - The number of homes should be maximized at both stations.
 - Achieve at least 50% affordable housing at both stations.
 - Require at least 450 affordable homes at both stations.
 - Require that projects include open space, road diets and other community benefits within 10 years.
 - Prioritize developments that include non-profit housing developers with experience in Berkeley.
 - Include a right of return for former residents who were displaced by rising rents.
- Nearly 10 of the emails were nearly identical emails from members or supporters of the Friends of Adeline. The emails expressed support for the following:
 - Dedicating all housing at the BART sites for those with incomes of 60% AMI or less;



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- A guarantee of space at the Ashby BART station for the Flea Market
- A right to return/local preference policy for residents and those who have been displaced.
- Around 10 of the emails expressed concerns about the on-line questionnaire that was prepared to gather public comments on the Joint Vision and Priorities Statements. Concerns included:
 - The need to make a google account to take the survey;
 - The wording of the survey questions was unclear or misleading;
 - Inability to access the survey.
- About 5 of the emails expressed opposition to development at the North Berkeley BART station that would be 8 stories or more.
- Three (3) expressed support for 100% affordable housing on both sites, given that BART is public land.
- Four (4) writers submitted emails which expressed the following:
 - Desire to maximize the number of housing units at North Berkeley BART
 - Desire to maximize the number of housing units at Ashby BART
 - Concern that public input is being ignored
 - Concern that the planning process is ignoring the history of redlining and exclusionary housing policy history at the North Berkeley BART station.

Horner, Justin

From: Shen, Alisa
Sent: Wednesday, February 24, 2021 8:27 AM
To: bartplanning
Subject: FW: 100% affordable housing + green spaces

From: Anne-Lise FRANCOIS [mailto:afrancoi@berkeley.edu]
Sent: Tuesday, February 23, 2021 6:37 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: 100% affordable housing + green spaces

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

To the City Planners, the Mayor, and City Councilmembers:

Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood**.

Many housing/climate change activists seem to have been tricked into a reductive view of the connection between the two crises and are claiming that the only way to address both is to build more market-rate housing near transit centers. This is a reductive analysis that ignores so many other dimensions of the climate and housing crises: we need green spaces for regenerative urban agriculture, we need gardens for rapidly disappearing pollinators, we need to plant trees that can serve to "cool" temperatures and to hold water and

begin to renew the soil. Without a holistic approach to climate change, we are doomed. New construction alone is not the answer.

I also urge the city to train its attention on reclaiming the many vacant, unused structures in Berkeley and to begin to multiply forms of nonprofit land use, tenancy and cohousing along the lines of the Bay Area Community Land Trust. These are the models for moving beyond wasteful single family homes that we should be reproducing, not developers' visions of crowding people into single-family apartments.

Thanks for your time and attention. Sincerely yours,

--

Anne-Lise François
Associate Professor, English and Comparative Literature
University of California, Berkeley

Tenant at 2210A California Street
Berkeley, CA 94703 District 4

Horner, Justin

From: Shen, Alisa
Sent: Tuesday, February 23, 2021 7:52 AM
To: bartplanning
Subject: Fwd: High Rise Housing at North Berkeley BART & City Planners/Mayor/Councilpersons

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From: ly vo <voly1968@gmail.com>
Sent: Tuesday, February 23, 2021 12:16:45 AM
To: Shen, Alisa <AShen@cityofberkeley.info>
Subject: High Rise Housing at North Berkeley BART & City Planners/Mayor/Councilpersons

WARNING: This email originated outside of City of Berkeley.
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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

We're writing to let you know that I'm in agreement with NBNA. We strongly believe that there should be **2-4** Max stories to fit into our neighborhood. We still want Berkeley to stay in the Green Design. Since that way, our City will remain Safe, Beautiful and Unique.

We do not want our City to become a Unsafe, Congested, Chao and Wild place to live.

Sincerely,

Ly Vo, Sabrina, Kristina, Kaimi & Thanh Pham & our whole neighborhoods too.
1812 Short St. Berkeley, CA & All of Our Blocks Neighborhoods.

Horner, Justin

From: Kris Eggen <chaos111@juno.com>
Sent: Sunday, February 21, 2021 9:02 PM
To: bartplanning
Subject: on-line survey problem

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It seems that the on-line survey is available only to people who either have or are willing to set up a google account.

Which is not easy! After attempting to do so for 20 minutes and waiting another 20 minutes for a return email with my "secret code"... I gave up!

How about another survey, with an extended deadline, that is accessible to ALL concerned citizens?

Kris Eggen

Berkeley resident since 1970

MIT 1969

Top News - [Sponsored By Newser](#)

- [She Was Only 13 When North Korean Agents Took Her](#)
- [Letter Shines New Light on Malcolm X Assassination](#)
- [US Set to Hit Grim COVID Milestone](#)

Horner, Justin

From: David Brandon <davidbrandon@comcast.net>
Sent: Saturday, February 20, 2021 11:14 AM
To: Horner, Justin; bartplanning
Subject: Additional comments for BART survey

WARNING: This email originated outside of City of Berkeley.
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Dear Mr. Horner and Ms. Shen,

I hope you can accept my "additional comments" in this email format, as they could not be accommodated through the online survey. Thank you for providing numbers of opportunities for citizen input, but condensing complex questions into a single sentence for rating distorts the potential meaningfulness of the survey. -DB

AFFORDABLE HOUSING

Shared priorities

A. "Maximize number of new houses" means building projects that would almost certainly be inappropriate. That's not the right criterion.

C. Housing displacement is so complicated the wording makes it impossible to give a reasoned judgment.

I. Developer selection. Non-profit sounds good and "community" is a good buzz word, but the situation is so complicated that these may not be the best criteria ultimately. I can imagine there may be developers with more skill and creativity that do not meet these criteria.

PUBLIC AND CIVIC SPACE

Priorities for North Berkeley – Public Space Use

B. The statement is gobbledygook [esp. "passive public use," "strong connections"] and it is difficult to see the meaning of the various choices (agree/disagree).

LAND USE

Shared priorities (a) – the meaning of "transit-oriented housing" may be known to specialists, but I believe is meaningless in public communications.

Ashby priorities C(1) - Is the flea market really the BEST use of space as part of the TOD of Ashby BART? Perhaps another location would be better. Economic viability is vital and other kinds of commercial spaces would be more suitable.

BUILDING FORM

Priorities for North Berkeley – Massing Height and Focus. Consideration should be given to step-down on this edge of the TOD project.

 Reply all   Delete  Junk  Block ...

North Berkeley BART project

PP

Phil Polishuk <ppolishuk@gmail.com>

Mon 2/15/2021 10:30 AM

To: Shen, Alisa; All Council; Berkeley Mayor's Office

    ...

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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,

Phil Polishuk and Mindy Williams

--

Phil Polishuk
415-205-7043

[↶ Reply all](#) [🗑 Delete](#) [🚫 Junk](#) [Block](#) ...

North Berkeley BART Project

SB

Sean Bouvet <seanzak@yahoo.com>

Sun 2/14/2021 8:28 PM

To: Shen, Alisa; All Council; Berkeley Mayor's Office

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To the City Planners, the Mayor, and City Council-members:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,

Sean Bouvet
1617 Delaware St.
Berkeley, CA 94703

[Reply](#) | [Reply all](#) | [Forward](#)

Reply all   Delete  Junk  Block ...

Please create sane and contextual building at N. Berkeley BART

GB [George Brooks <george@georgebrooks.com>](mailto:george@georgebrooks.com)

Sun 2/14/2021 4:49 PM

To: Shen, Alisa; All Council; Berkeley Mayor's Office



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To the City Planners, the Mayor, and City Councilmembers:

I have been a resident on Francisco St for the past 35 years, just two blocks from the North Berkeley BART...some of those years as a renter and most as an owner. I have a deep love for Berkeley, our community and our neighborhood. I raised three children here, all graduates of Berkeley High and Totland! I am extremely frustrated that those of us in favor of contextual, affordable housing that maintains the low profile and relative calm of our neighborhood, have been ignored and labeled as out of touch or selfish.

When it comes to TOD at **North Berkeley BART, you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Reply all   Delete  Junk  Block ...

North Berkeley Bart

LC

Lynda Caesara <lcaesara@hotmail.com>

Fri 2/12/2021 5:23 PM

To: Shen, Alisa

    ...

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To the City Planners, the Mayor, and City Councilmembers:

I have been at the meetings and added my comments and nothing has come of them. The following concerns have not been addressed.

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: a **100% affordable project that is contextual to the neighborhood.**

This kind of development belongs on University Ave, not on Virginia St. It will shade the neighboring houses, and block air flow, it will strain parking in the neighborhood.

If you have families that shop at Costco they will need cars to do so. It is short sighted to think that people will not need cars. I and my son's family who live in the neighborhood share a car. We mostly ride bikes and walk. But we still need to drive for shopping and Dr's appointments that are not accessible by transit. And that care needs parking. Even with 2-hour parking, parking is at a premium in the neighborhood. Adding that many people and expecting the parking to materialize is just not paying attention.

 Reply all   Delete  Junk  Block ...

BUILDING PROJECT AT THE NORTH BERKELEY BART STATION

TC [The-Anh Cao <theanh0413@gmail.com>](mailto:theanh0413@gmail.com)

    ...

Fri 2/12/2021 10:00 PM

To: Shen, Alisa; **All Council**; Berkeley Mayor's Office

Cc: THEANH0413 <theanh0413@gmail.com>; Laura Klein <lauraanneklein@gmail.com>

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,

Mrs The-Anh Cao
1481 Virginia St.
Berkeley , CA 94702

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City plan

GC

George Clark <georgew94703@gmail.com>

Sat 2/13/2021 4:54 PM

To: Shen, Alisa

[👍](#) [↶](#) [↷](#) [→](#) [⋮](#)

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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,

[Reply](#) | [Forward](#)

 Delete ...

No development at North Berkeley BART !

DAVID POPE <popedm@comcast.net>

Sat 2/13/2021 8:46 AM

To: Shen, Alisa

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

To the City Planners, the Mayor, and City Councilmembers:

I wish to express my opposition to any housing development at North Berkeley BART.

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Thank you,

**David Pope
1635 Virginia St.
Berkeley**

[Reply](#) | [Forward](#)

 Reply all   Delete  Junk  Block 

North Berkeley BART TOD

BF

Barbara Fisher <barbara.fisher2000@gmail.com>

Fri 2/12/2021 4:27 PM

To: Shen, Alisa; All Council; Berkeley Mayor's Office

WARNING: This email originated outside of City of Berkeley.

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To the City Planners, the Mayor, and City Councilmembers:

In regard to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

There are other areas of Berkeley where those additional apartments can be built, if they must. Keep in mind that market rate housing changes neighborhoods by gentrifying and destabilizing them with demographic shifts as housing costs rise. We already have plenty of (unoccupied) market rate apartments in Berkeley. 100% affordable is the best solution to housing low-income workers, non-tech young people and the homeless. (Where is the Redevelopment Agency when we need it?)

The City's goals for the TOD process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

 Reply all   Delete  Junk  Block ...

TOD at North Berkeley BART

LG

Linda Gallaher-Brown <lgallaherbrown@aol.com

>

Sat 2/13/2021 12:11 PM

To: Shen, Alisa; All Council; Berkeley Mayor's Office



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When it comes to TOD at North Berkeley BART, we are not being heard - the immediate neighborhood around **North Berkeley BART**. Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood**.

Sincerely,
Linda Gallaher-Brown
1616 Virginia Street
Berkeley, CA 94703

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North Berkeley BART development

DG

Deborah Gouailhardou <deborah_gouailhardou@yahoo.com>

Fri 2/12/2021 6:42 PM

To: Shen, Alisa; All Council; Berkeley Mayor's Office

WARNING: This email originated outside of City of Berkeley.
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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,
Deborah Gouailhardou (life-long resident of North Berkeley)

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N Berk BART

AG

[Allegra Guarino <allegra.guarino@gmail.com>](#)

Sat 2/13/2021 10:11 AM

To: Shen, Alisa; All Council; Berkeley Mayor's Office

[👍](#) [↩](#) [↶](#) [→](#) ...

WARNING: This email originated outside of City of Berkeley.
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To the City Planners, the Mayor, and City Councilmembers:

Having recently moved back to the east bay from Seattle I can tell you that I have watched what is unfolding at the N Berkeley BART happen all across Seattle. What was its effect, none of the representatives that oversaw those projects still have their seats. Why? because even the people who did support their efforts realized what a mistake it was once there were giant out of place buildings in their neighborhood. I appeal to you to do the right thing when it comes to this issue. Many of those developments in Seattle sit empty, just like the one BART has over at MacArthur. Our city has real problems with housing, transportation, and sustainability and this project is not the way to solve them.

Please be considerate of the neighborhood you are developing in and propose a reasonable plan that will get support and compromise from the community. The neighbors have already said that a step-down structure with green spaces and designated parking would be a major concession to what they would be willing to make. Yet, the city continues to attempt to ram at 8+ story building down people's throats. Just like the one at MacArthur did not solve the problems over there, one at N Berk will not solve our issues here. It's time to stop wasting time and resources on the current path and stop giving lip service to care for the community that lives here. Propose a reasonable sized building alternative with considerations for parking and public space and do the hard work of getting community compromise off the ground. Enough.

Sincerely,

Allegra Guarino
1815 Short St

--

"There is nothing so stable as change."

Bob Dylan

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BART Station Mixed-Use Housing Survey and comments

KH

kelly hammargren <kellyhammargren@gmail.com>
m>



Mon 2/15/2021 12:46 PM

To: Shen, Alisa; Horner, Justin

WARNING: This email originated outside of City of Berkeley.
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Dear A. Shen and J. Horner,

The BART project survey feels like a poll to determine how much blow back the City Council will receive when they choose to go ahead with whatever they have already planned.

Berkeley City Council has already demonstrated disregard for public input with the last minute rewriting of the Adeline Corridor Plan followed with votes to support the revision and ignore years of public work.

The public has already paid for the land through taxation and fees and whatever is built on BART land needs to be at a minimum at both Ashby and North Berkeley majority affordable housing for extremely low income, very low income and low income. The remaining portion of the units need to be restricted to moderate income affordability.

Berkeley is overbuilt with market rate housing. In fact, there was a glut of market rate housing that even the UC Berkeley student population was unable to fill prior to the pandemic as demonstrated by the abundance of "move-in today" signs.

During the pandemic it has been demonstrated for those whose work can be done remotely, they can live anywhere. It is the people who have jobs that require being present, being onsite who need local housing. Those who must live local in work that requires being onsite are not the highly paid tech workers the City and BART are chasing.

It is irresponsible, it is unconscionable to build housing that those whose jobs require living locally to build housing they cannot afford on land that was paid for by the public.

kelly hammargren

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You are NOT listening!

CH Carol Hirth <chirth@mac.com>

Fri 2/12/2021 5:00 PM

To: Shen, Alisa; All Council; Berkeley Mayor's Office

    ...

WARNING: This email originated outside of City of Berkeley.
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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!**

Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project.

We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored. **YOU ARE NOT PAYING ATTENTION! Provide choices!**

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Please listen, please attend to the citizens of Berkeley who will be affected by what is built.

Thank you,

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building at the North Berkeley BART site

TJ

Todd Jailer <todd.jailer@sbcglobal.net>

Fri 2/12/2021 4:39 PM

To: Shen, Alisa; All Council; Berkeley Mayor's Office

[👍](#) [↶](#) [↷](#) [→](#) [⋮](#)

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To the City Planners, the Mayor, and City Councilmembers:

It is very difficult to participate in a process when at every step you are ignored. That's what seems to be happening with the the so-called "community discussion" regarding the North Berkeley BART site. Despite making our feelings known for months, people who live around the station have never found our ideas to be included in a single alternative to what BART demands: an 8+ story, 800-1200 unit monster project. Why can't the planners come up with at least one alternative that reflects community input: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process state that development should fit the neighborhood. A huge housing block is not appropriate - we are not a downtown area. At the City's visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs. So why hasn't a low-rise design been put forward?

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable, green project that is contextual to the neighborhood.**

Sincerely,
Todd Jailer, 1612 Virginia St.

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North Berkeley Bart Station

KJ Kenmotsu Junko <junekudo@gmail.com>
Fri 2/12/2021 5:47 PM
To: Shen, Alisa; **All Council**; Berkeley Mayor's Office



WARNING: This email originated outside of City of Berkeley.
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To the City Planners, the Mayor, and City Councilmembers,

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,
Junko Kenmotsu
1696 Sacramento St, Berkeley, CA 94702

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BART Zoning standard surveys

LK [Laura Klein <lauraanneklein@gmail.com>](mailto:lauraanneklein@gmail.com)

Sun 2/14/2021 3:54 PM

To: Horner, Justin; Shen, Alisa

    ...

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear City Planners,

Thank you for attempting to solicit feedback about issues related to the BART zoning. However, having tried to take the surveys, I find them confusing and deeply problematic.

- Many questions ask to agree/disagree on several points in each question, some of which are contradictory, so there is no way to accurately answer other than "strongly disagree", even if I agree with SOME of the points.
- A number of my friends and neighbors have tried to take the survey and can't, because they don't have Google accounts, so they have given up. And, while I appreciate that you offer a paper survey, the very senior residents of my neighborhood don't get the emails offering the paper option!
- Although one needs a separate email address for each survey, there is nothing stopping anyone from taking it multiple times, or from anywhere. This survey should be limited to Berkeley residents.

For all of these reasons, I think that any data generated from this survey is highly flawed and skewed, and shouldn't be used.

The best way to get accurate input is to send a simple (one issue per question) paper survey to the communities around the BART stations.

I would appreciate an answer to these concerns.

All the best,

Laura Klein
1519 Virginia Street
Berkeley, CA 94703

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BART planning

LL Laurence LePaule <lepaule@att.net>
Fri 2/12/2021 9:59 PM
To: Shen, Alisa



WARNING: This email originated outside of City of Berkeley.
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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,
Michelle LePaule
1720 Virginia

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North Berkeley BART Station

JM

Julieta Pisani McCarthy <pisanimcc@gmail.com>

Sat 2/13/2021 10:17 AM

To: All Council; Shen, Alisa; Berkeley Mayor's Office



WARNING: This email originated outside of City of Berkeley.

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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,

Julieta Pisani McCarthy
1377 Francisco Street

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North Berkeley BART building

EN [Elana Naftalin-Kelman <elanank@gmail.com>](#)

Sat 2/13/2021 7:39 PM

To: Berkeley Mayor's Office; Shen, Alisa; All Council



WARNING: This email originated outside of City of Berkeley.

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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **I have a few questions -**

Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We want to see that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been mostly ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood**.

Sincerely,

Elana Naftalin-Kelman (1680 Short St)

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North Berkeley Bart Development

C [Claudia <chava52@gmail.com>](#) [👍](#) [↩](#) [↩](#) [→](#) ...
Sat 2/13/2021 8:41 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office

WARNING: This email originated outside of City of Berkeley.
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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Sincerely,
Claudia Valas
1818 Short St, Berkeley, CA 94702

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You're ignoring us, the neighborhood, in TOD plan!

S sgilma2340@aol.com
Fri 2/12/2021 4:03 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office

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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods.** A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

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feedback re: North Berkeley BART Station Zoning Standards & Monday's Community Meeting

V

Vicki <vickisommer@gmail.com>

Fri 2/12/2021 4:28 PM

To: Shen, Alisa





 ...

WARNING: This email originated outside of City of Berkeley.
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Dear Ms. Shen,

Monday's Ashby and North Berkeley BART Station Zoning Standards Community Meeting included robust discussions in the breakout room chat boxes. Could you please share these with the community at large?

While your presentation was informative of one viewpoint, it was not inclusive of alternative possibilities for development. Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit project which is completely unsuitable for the North Berkeley residential neighborhood.

The planners **MUST** come up with at least one alternative that reflects what the community wants : 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. The City held a visioning event in North Berkeley and the majority of participants made it very clear that this is what would work in North Berkeley. (why ask for our views if they are to be ignored?)

Review of input from the October 13 ,2018 Visioning Event (use full screen to view)

Summary of input on Development Height:

From the 75 written submissions and the 14 drawings , 51 clearly indicated height

∴ Summary:

17 indicated a maximum of 3 stories (11:1-2, 6:2-3) = (11 favored 1-2 stories, 6 favored 2-3 stories) 35 respondents want 4 stories or less

18 indicated a maximum of 4 stories (3:4, 2:2-4, 13:3-4)

9 indicated a maximum of 5 stories (4:3-5, 3: 4-5, 1:5)

9 respondents want 5

stories or less

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North Berkeley BART development

JW

Jason Warriner <jason.jaywar@gmail.com>

Fri 2/12/2021 4:02 PM

To: Shen, Alisa



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To the City Planners, the Mayor, and City Councilmembers:

When it comes to TOD at North Berkeley BART, **you're ignoring us, the neighborhood!** Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. We demand that the planners come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. Our input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate - we are NOT a downtown area! At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**


Sincerely,

Jason

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North Berkeley BART Housing

 You forwarded this message on Tue 2/16/2021 8:22 AM

WJ

Wilson, Jacqueline <Jacqueline.Wilson@ucsf.edu

>

Mon 2/15/2021 4:55 PM

To: Shen, Alisa; All Council; Berkeley Mayor's Office



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To City Planners, Mayor, and City Councilmembers:

You're ignoring us, the North Berkeley BART neighborhood. Normally, a planning process has at least a couple of different alternatives, but we have only gotten one: an 8+ story, 800-1200 unit behemoth project. Planners must come up with at least one alternative: 2 stories at the perimeter to 4 stories in the middle, 400-500 units, 100% affordable. My input was solicited, but has been ignored.

The City's goals for this process include **development that fits the neighborhoods**. A huge housing block is not appropriate – I don't live in a downtown area. At the City's own visioning event for North Berkeley BART, participants overwhelmingly chose the low-rise designs. Build big on Shattuck, University, San Pablo, next to Campus, not in my pleasant quiet neighborhood. Put in trees not a constant stream of cars looking for BART parking.

This is public land, paid for by taxpayers, and must be used for the public good: **a 100% affordable project that is contextual to the neighborhood.**

Jacqueline Wilson
1556 Sacramento Street
Berkeley ca 94702

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North Berkeley BART housing plan

CW

Charlene Woodcock <charlene.woodcock@proto
nmail.ch>



Fri 2/12/2021 4:12 PM

To: Shen, Alisa; **All Council**; Berkeley Mayor's Office

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

The North Berkeley BART parking lot offers us a great opportunity to address both of Berkeley's most urgent needs: for truly affordable housing for Berkeley residents harmed by gentrification and for cutting edge energy-efficient residential buildings. We are falling behind in the effort to reduce greenhouse gases in the city.

We can accomplish both of these urgent needs by inviting non-profit developers to propose multi-resident buildings scaled appropriately to the residential neighborhood that surrounds the BART parking lot on all sides.

This is taxpayer-owned public land. It should NOT be turned into a for-profit undertaking. But it is ideal for a project devoted 100% to below median income units that meet 100% zero net energy standards.

What we DO NOT need is more market rate housing for wealthy outsiders that meets only the minimal requirements for energy efficiency, which is what the for-profit developers give us over and over.

Please do your jobs and represent the needs and wishes of the people of Berkeley and especially the people in the immediate neighborhood of this project.

Thank you.

Charlene M. Woodcock
2355 Virginia Street
Berkeley 94709

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Horner, Justin

From: Eileen Hughes <jnyahsgrandma@gmail.com>
Sent: Tuesday, February 16, 2021 5:50 PM
To: Horner, Justin; Shen, Alisa
Subject: Survey

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The survey was not developed appropriately, and therefore the survey results will be suspect.

I was not able to accurately record my views, which are in line with those expressed by North Berkeley Neighbors.

Horner, Justin

From: Francie Shaw <shawfrancie@gmail.com>
Sent: Tuesday, February 16, 2021 8:30 AM
To: Horner, Justin
Subject: BART housing

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I really object to the form of the survey. Every question is so unspecific that you can use the results to mean anything you want.

I see no way to say that I think this site is NOT a place for profit at the expense of quality of life, for the new occupants as well as the old. Particularly at North Berkeley, where the space is more intimate and uncommercial. Low income residents deserve housing that creates a neighborhood, not a high cost replication of public housing disasters from the 70's. They need to know the people who live beside them, above and below them. That never happens in a 17 story building. There needs to be a mix that does allow for commuters to live on site and local low income residents, who may or may not need BART to get to work.

There is NEVER any discussion of economics in these surveys. It is all values. If OI answered the way I think, it would come out that I support what you say you are doing, which is not what I believe in.

I think this is a very dishonest manipulative survey.

Francie Shaw

1631 Grant St Berk.

Horner, Justin

From: Yolanda Huang <yhuang.law@gmail.com>
Sent: Monday, February 15, 2021 1:44 PM
To: bartplanning
Subject: surveys

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I dislike being coerced to make choices as "required" when those choices do not represent my priorities. I should be able to skip your coerced choices and state a reason why.

--

[Yolanda Huang, Esq.](#)

528 Grand Avenue • Oakland • CA • 94610 • Phone:510-329-2140 • Fax:510-580-9410

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Horner, Justin

From: Gary Dahl <gbdahl@lmi.net>
Sent: Saturday, February 13, 2021 9:11 AM
To: Horner, Justin
Subject: BART project survey

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Justin,

I think that it is inappropriate for the city to force residents to set up an account with Google in order to participate in the survey about the BART projects. This survey should be open to all persons without requiring them to provide personal information to a private company and waive their rights to privacy.

Gary Dahl

Horner, Justin

From: Zelda <zjb1731@comcast.net>
Sent: Friday, February 12, 2021 7:28 PM
To: bartplanning
Subject: can't take survey because I can't sign in to Google

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To Whom it May Concern:

I've now tried three times to sign in to Google. What I thought was my password (haven't used it in years) doesn't work, and I can't figure out how to reset the password.

Why are you requiring people to go through Google, anyway, instead of through the City?

In any case, there ought to be a way to take this survey offline. Not everyone has a computer, and some who do, like myself, may have trouble accessing the survey.

Thank you.

Zelda Bronstein

I

Horner, Justin

From: RYHK <rabbiyhk@gmail.com>
Sent: Friday, February 12, 2021 4:45 PM
To: bartplanning
Subject: Survey

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I completed the survey via link on Berkeleyside.

The use of architectural/planning language made many questions impossible to understand, most especially the “4.2 FAR limit” and whether we approve or disapprove of violating this. How can anyone be expected to offer any meaningful feedback if there is no context, information, or explanation?

Please try harder.

Yoel Kahn
Capistrano Ave
Berkeley

Sent from [Mail](#) for Windows 10

Horner, Justin

From: Judy Massarano <jmassarano@gmail.com>
Sent: Tuesday, February 09, 2021 9:07 PM
To: bartplanning; Berkeley Mayor's Office
Subject: Building at NB BART

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As a neighbor of North Berkeley BART (living directly across the street), i was sorry to miss Monday night's meeting due to work commitments.

What i'm feeling these days is that the meetings feel like lip service and that whatever is being planned will continue to be planned. It seems a fait accompli. **I can only say that the neighborhood is residential and should stay that way**, and building on BART will change it so very dramatically. I know you have heard this from so many of us, time and again! Currently it's sunny, quiet and peaceful, friendly and open, with sights of the sky and sunset. To know this will all disappear is tragic.

It also feels hard to know that all the new housing built on San Pablo avenue and in other locations seems to be mostly empty. So why continue to build at this time???

And where will all these new residents park? It is hard to imagine that none of them will have cars.

I'm sad to know that my neighborhood of 27 years will never be the same.

Judy Massarano

Horner, Justin

From: Janet Byron <janetlesliebyron@gmail.com>
Sent: Monday, February 08, 2021 8:23 PM
To: bartplanning
Subject: Comments on North Berkeley BART planning

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Hello,

I am currently on the board of Berkeley Path Wanderers Association, and was formerly a board member of Greenbelt Alliance. I'm also the co-author of Berkeley Walks, a book of self-guided walking tours in Berkeley. I've owned a home near the North Berkeley BART station on Allston Way just west of Sacramento Street since 1997.

The station is an 11-minute walk from my house. Of the 25 years I've lived here, I've been car-free for about half of those years, and my husband Steve and I have been enjoying our new electric bikes. Over the years, I've taken that 11-minute walk, or 3-minute bike ride, hundreds and hundreds of times, and I can count on one hand the number of times that I've driven to the station and parked. I walked or biked to North Berkeley BART to pick up the casual carpool when I worked in San Francisco, to commute to work in Oakland, to get to the Oakland airport and SFO, and to travel to San Francisco and beyond for adventures.

Many many times, as I've entered or exited the station, I've considered the missed opportunity that the sea of parked cars represents for commuters, Berkeley residents in the surrounding neighborhoods, and our community. More people living at the station would mean more people using BART the way I do – driving a lot less and taking transit more. It would also mean many more customers for stores and services on University Avenue and in the new mixed-use developments.

As a longtime resident and homeowner of the area, I strongly support lots of new housing for a mix of incomes, as well as commercial and retail uses. I also look forward to improved pedestrian and bicycle access, especially with an extension of the Ohlone Greenway through the site. Most of all, I look forward to welcoming hundreds of new neighbors to the neighborhood that I love.

Horner, Justin

From: Mary Nash <maryalex.nash@gmail.com>
Sent: Monday, February 08, 2021 4:56 PM
To: bartplanning
Subject: TO THE CAG!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

To members of the CAG,

I am a lower income senior, a Berkeley resident for 29 years since 1992. I live near Ashby BART, have spent my IRA savings on rent which was too high even when I worked full time but now I will have to move away very soon against my will unless I can get a low income apartment. Don't tell me about senior housing. There is a HUGE shortage. I will be dead before my name comes up on one of the waiting lists. We need all 100% of the new BART apts to be 100% low income and I want to get on the list for it! No to more big luxury apartments with a few low income units in them! Even "Affordable" isn't affordable enough for me because the median income here shoots up as affluent people move into the fancy apts sprouting up in this town like mushrooms in the night.

We need to save the flea market, too.

Friends of Adeline is a diverse group of caring South Berkeley residents working in partnership with local businesses, nonprofits, and others to affect change so that our neighborhood is an inclusive and just place for all people.

Over 50 years ago the property that is now the Ashby BART station was taken from the people of South Berkeley to build the station and parking lot. This was once a vibrant part of the South Berkeley community and since that time very little has been done to meet the needs of the people of that community. This has led to the decimation of the African American population of Berkeley. It is now time to begin to reverse that by providing the dollars for the development that our community needs.

For more than 5 years Friends of Adeline has been fighting to create low-income housing and reverse the displacement of African-Americans in our community.

We want the CAG vision and priorities document to include these things:

- Dedicate all housing at the BART sites for low-income people whose incomes are less than 60% AMI, and require a nonprofit master developer who will work with the community to develop a project that meets community needs.
- Guarantee a future for the Berkeley Community Flea Market and its vendors at the Ashby BART site, with the full participation of the vendors themselves.
- A right to return/local preference policy, which gives people who are at risk of displacement or who have been displaced preference for new, low-income housing, at a price that they can afford. We should create a Coming Home Day for people who've been displaced to come back and learn about how they can move back

Horner, Justin

From: Mary BehmSteinberg <marybehmsteinberg@gmail.com>
Sent: Monday, February 08, 2021 4:26 PM
To: bartplanning; Berkeley Mayor's Office; All Council
Subject: Development at both BART stations

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear Mayor, Council, and BART Planners:

I remain appalled at the tone deaf planning for new development across the City, but particularly on public land. Frankly, the “community input” process seems like little more than a dog and pony show designed so that you could all claim robust community input while implementing what was being planned all along: a boon for Big Developers; Big Tech (converting the City into little more than a bedroom community for highly paid tech workers); and colonizing gentrifiers who don’t live here now and have no ties here or sensitivity to the wants and needs of long-term residents.

We already have loads of empty gentrification housing, yet you are discussing in all seriousness building more on the backs of ordinary citizens in the form of this, a huge gift to BART and the players listed above.

Why have you STILL not imposed hefty vacancy taxes on new gentrification building that remains vacant, or opened it up in an emergency to people who are already on the street? You can start with the 87 plus vacant units here, which are going nowhere fast and seem to be begging for new tenants. Perhaps getting people off the street during a pandemic would be easier if you were willing to force the hands of Big Development: <https://jonesberkeley.com/availability/>

What about what Friends of Adeline and the North Berkeley Neighborhood Association want?

- Why haven't you been organizing with others like Supervisor Kim of SF to tax the people creating this program to provide for 100% affordability for people making 60% of AMI?
- Why aren't you openly talking about how people are supposed to use emergency escape routes in case of fire or earthquake if you eliminate all personal vehicles, and how taking into account increasing availability of electric and solar vehicles would really be looking to the future? Talking about escape routes, as was done during the last meeting I attended, is completely useless if you don't have any means of accessing them.
- Why aren't you designating both BART stations, as well as the Adeline Corridor, for right of return, at a minimum in significant amounts?
- Why does it seem you have basically ignored any community input that doesn't fit with top down plans, instead of listening to and trying to incorporate the very valid concerns of the people you were elected to represent (rather than outside shills who arrive to tell us how the City we made into a community should function)?
- Why are your chosen "experts" people who stand to benefit in terms of fat consulting contracts or other benefits, rather than the people who will be most adversely affected by overdevelopment?
- Why do you put more weight on able-bodied people citing flawed studies than on disabled people testifying why your plans are unworkable for them?
- Why are you STILL not listening to the dwindling black community?

This is exactly the kind of behavior that makes people lose faith in government, and I'm not looking forward to living in an increasingly polluted environment, with people circling around looking for parking, because your plans ignore all the inconvenient, common

sense data that people bring to you, such as how people in the hills are unlikely to take transit at all if they can't park at BART, or how many of us who lack the ability to walk or bike distances (particularly without bathrooms) will be able to get out in an emergency, or even get an ambulance on-time if roads are so clogged with workers who are priced out and commute in from increasing distances or ambulances that will become increasingly unable to get to places of need during a crisis (let alone fire trucks during one of the increasing fires we have in this area).

Maximizing building and ignoring gentrification in favor of failed neoliberal economics does no one who lives here any favors, unless they happen to be developers who those who will reap career benefits over short-sighted planning. And as demonstrated above, simply outlawing the sale of gas-powered vehicles isn't going to keep people who have no other choice from driving—which will accomplish the exact opposite of your stated goals on the environment.

Please, consider what the neighbors need at least as much as what counts for the big donor some of you have had, or the contracts some of you expect to reap off your votes. Therein lies the difficult and noble definition of “public” service over following the crowd or self-interest.

Respectfully,
Mary Behm-Steinberg

Horner, Justin

From: Les Shipnuck <shipnuck@comcast.net>
Sent: Monday, February 08, 2021 4:09 PM
To: bartplanning
Subject: South Berkeley Priorities

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

To members of the CAG,

Friends of Adeline is a diverse group of caring South Berkeley residents working in partnership with local businesses, nonprofits, and others to affect change so that our neighborhood is an inclusive and just place for all people. I support the efforts of this organization.

Over 50 years ago the property that is now the Ashby BART station was taken from the people of South Berkeley to build the station and parking lot. This was once a vibrant part of the South Berkeley community and since that time very little has been done to meet the needs of the people of that community. This has led to the decimation of the African American population of Berkeley. It is now time to begin to reverse that by providing the dollars for the development that our community needs.

For more than 5 years Friends of Adeline has been fighting to create low-income housing and reverse the displacement of African-Americans in our community.

We want the CAG vision and priorities document to include these things:

- Dedicate all housing at the BART sites for low-income people whose incomes are less than 60% AMI, and require a nonprofit master developer who will work with the community to develop a project that meets community needs.
- Guarantee a future for the Berkeley Community Flea Market and its vendors at the Ashby BART site, with the full participation of the vendors themselves.
- A right to return/local preference policy, which gives people who are at risk of displacement or who have been displaced preference for new, low-income housing, at a price that they can afford. We should create a Coming Home Day for people who've been displaced to come back and learn about how they can move back

I am a 35 year resident of South Berkeley, and have not been happy with the gentrification of the neighborhood. Thank you,

Les Shipnuck
Emerson Street

Horner, Justin

From: Paul Bickmore <paulbickmore@gmail.com>
Sent: Monday, February 08, 2021 4:00 PM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes in North Berkeley.

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I'm very excited by the idea of a lot of homes at North Berkeley Station. I want the neighborhood to be a more welcoming place, and that means housing, even if the new homes are taller than the surrounding buildings.

Here's what I want in North Berkeley:

- Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, empty nesters, undocumented residents, and more.
- I am more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.
- Make sure decisions are made with pedestrians in mind and not motorists. Cars are dangerous for us on foot, are our main source of pollution, and are not very compatible with transit. Some parking can be retained, but understand that less is better.

Thank you,

Paul Bickmore

Horner, Justin

From: Shen, Alisa
Sent: Monday, February 08, 2021 2:51 PM
To: bartplanning
Subject: FW: Housing at North Berkeley BART through a different lens

From: Andrea Altschuler [mailto:andreaaltschuler@gmail.com]
Sent: Monday, February 8, 2021 2:45 PM
To: Berkeley Mayor's Office <mayor@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Shen, Alisa <AShen@cityofberkeley.info>; athorne@bart.gov; Rebecca Saltzman <rebeccaforbart@gmail.com>
Subject: Housing at North Berkeley BART through a different lens

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Hello everyone - I was wondering if we could step back a few decades as well as a few years to help address some seemingly improper actions taken by BART and various governmental agencies that have negatively impacted this neighborhood. I think that building housing that is no taller than four stories and keeping within the context of the neighborhood would do enormous good to address these historic wrongs.

Over 50 years ago, it was decided to use eminent domain to clear this traditionally working class, racially and ethnically mixed neighborhood of dozens of homes to make way for a huge parking lot - the only parking lot within a fully residential neighborhood in the entire 50 station BART system. How that came to pass is beyond me, and seems pretty wrong. It didn't take into account the needs of the character and design of the neighborhood, let alone residents who did not want to move from their homes.

A little over two years ago, AB 2923 was signed into law, which included language indicating that the North Berkeley station is located in one of the densest, most commercial areas in which BART operates. This is obviously untrue, yet no one can explain how this came to pass to the satisfaction of anyone I know. And seemingly it's an unchangeable law. And as you all know, it's now mandated that the zoning allow building of at least seven stories.

It's our current opportunity to address the wrong made over 50 years ago by putting a parking lot in the middle of a fully residential neighborhood, comprised primarily of one and two story homes, as well as the wrong by characterizing this neighborhood as fully urban under AB 2923. We all see the need for additional, affordable housing in Berkeley. But building above four stories compounds existing wrongs done to the neighborhood.

Sincerely yours,
Andrea Altschuler

Horner, Justin

From: Todd Darling <tdarling2000@yahoo.com>
Sent: Monday, February 08, 2021 1:27 PM
To: bartplanning
Cc: Linda Jensen Darling
Subject: Berkeley on the verge of historic blunder if they fail to make the Ashy BART development affordable

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear Planners and City Council.

The original construction of Ashby BART destroyed a predominately African-American neighborhood for a public transit hub. The same public transit system targeted the main avenues of African-American businesses in Oakland for its above ground corridors, ruining their viability. Now, Berkeley appears poised to further advance racist gentrification by BART if the City fails to make any new housing developments affordable, available to former residents, or to protect important cultural institutions. BART is a "region wide" organization using a fig leaf of area elected Board members that is a rubber stamp for developers. This is not really a secret.

Unlike the late sixties and early seventies when BART came into being, when these dynamics were not so well understood, your decisions and actions are much more prominent. We have you recorded. The community you are supposed to serve, the community that surrounds the actual location has spoken repeatedly demanding the following guidelines for this development:

We want the CAG vision and priorities document to include these things:

- Dedicate all housing at the BART sites for low-income people whose incomes are less than 60% AMI, and require a nonprofit master developer who will work with the community to develop a project that meets community needs.
- Guarantee a future for the Berkeley Community Flea Market and its vendors at the Ashby BART site, with the full participation of the vendors themselves.
- A right to return/local preference policy, which gives people who are at risk of displacement or who have been displaced preference for new, low-income housing, at a price that they can afford. We should create a Coming Home Day for people who've been displaced to come back and learn about how they can move back

Stop using the erroneous argument that building more "market rate housing" increases the overall supply and will eventually lower the per unit cost, and will house the homeless, the middle class and the poor. This is demonstrably false. Housing construction in Berkeley has sky-rocketed and so has homelessness and displacement. You must face the fact the only "market mechanism" at work is the developers desire to maximize their profits. In our current reality, the stock options and annual salaries of the tech boom have made all housing a bidding war that has only driven the prices up and displaced thousands of people. We cannot build our way out of this problem. This development must be tied to social values. This is public property, taken by eminent domain from lower income mostly Black people. If the development doesn't adhere to the community requests, it will simply be another racist, classist gentrification project by BART and real estate

speculators. "Market rate" at this point in history is inherently biased to favor people earning \$250,000 a year with big stock portfolios.

It is time for Berkeley officials to actually care about people, not about raising money for their next election cycle.

Sincerely,
Todd Darling
Berkeley, CA

Horner, Justin

From: David Mar <david.mar@marstructuraldesign.com>
Sent: Monday, February 08, 2021 12:52 PM
To: bartplanning; Pearson, Alene; All Council
Subject: More Homes and Fewer Cars at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear Elected officials, Planning commissioners, city staff, and CAG:

I'm a North Berkeley resident in District 5. I support the creation of new homes at North Berkeley BART station. North Berkeley is wonderful but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too.

We also want our city of Berkeley to be a national model for equitable, environmentally sound housing and land use, not a city of false progressive politics.

As for parking, I live two miles away from the station and (pre and post COVID) commute to SF every workday. I walk, bike, get a ride from my hubby, or take Lyft to and from the station. Multi-modal access is here to stay, and will only grow! We can accommodate those folks whose physical abilities mean they have to drive - AND make multi-modal access a breeze for others.

Here's what we want at North Berkeley BART:

Maximize homes for all, both low and very low income folks, and middle-income. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

Mixed income housing now, that pencils and that is competitive for state funds (as well as local) is way better than no housing!

We are more concerned with the number of affordable homes rather than the percentage. If the project can't get funded and is never built, the net result will be NO affordable housing.

Thank you

David Mar

North Berkeley resident, District 5

David Mar, SE
Partner

Mar STRUCTURAL DESIGN

Horner, Justin

From: Mark Rhoades <mark@rhoadesplanninggroup.com>
Sent: Monday, February 08, 2021 12:38 PM
To: bartplanning; Pearson, Alene; All Council
Subject: More Housing at BOTH BART Stations Please!

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

- Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.
- We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.
- As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you

Mark Rhoades, AICP

Horner, Justin

From: Phyllis Orrick <poberkeley@gmail.com>
Sent: Monday, February 08, 2021 10:37 AM
To: bartplanning; All Council
Subject: More Homes at North Berkeley BART Now, Please

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

First of all, thank you for all your work to date to advance housing development at North Berkeley BART.

As the birthplace of the then-revolutionary concept of transit-oriented-design (TOD), Berkeley should be at the forefront of implementing this concept, which has been around for decades.

As a North Berkeley resident within easy walking distance of North Berkeley BART, I fully support making our neighborhood more accessible to more residents, including young families and families whose members work in or near Berkeley and can add to the vibrancy of our neighborhood. That includes first responders, students, public sector employees (teachers, sanitation workers, teachers' aides, custodians, call center employees etc.), empty nesters, undocumented residents, and more—people who may not qualify for subsidized housing, but who deserve to live here, too.

It is critical that this effort not be derailed by impossible-to-meet affordability quotas and rather have it focus on getting the largest NUMBER of affordable housing units that works. If that means seven- or eight-story structures, so be it.

The population of Berkeley has remained essentially frozen at the level it was in 1970. This is not only impracticable, it is unsustainable and immoral. Please make sure this housing gets built in sufficient amount and quickly.

Thank you,

Phyllis Orrick
Near Virginia and San Pablo

Horner, Justin

From: Shen, Alisa
Sent: Monday, February 08, 2021 10:36 AM
To: bartplanning
Subject: Fwd: BART STATION DEVELOPMENT PRIORITIES

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From: Sarah Bardeen <sbardeen@gmail.com>
Sent: Monday, February 8, 2021 10:20:39 AM
To: Shen, Alisa <AShen@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART STATION DEVELOPMENT PRIORITIES

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear BART Community Advisory Group and Planning Staff:

As a Berkeley resident, I support the following priorities for both the Ashby and North Berkeley BART station developments:

- 1) Maximize the number of homes and people that are housed at BOTH stations;
- 2) Achieve at least 50% affordable housing at BOTH stations,
- 3) Require at least 450 homes at BOTH stations that are affordable to low income households;
- 4) Require that the housing developments be built with community open space, road diets and other community benefits within 10 years;
- 5) Prioritize developments that include non-profit housing developers that have a proven track record in Berkeley; and
- 6) Include a right to return for former residents who were displaced by rising rents.

Thank you for including these priorities in the BART developments.

Sincerely,

Sarah Bardeen
1214 Burnett St., Berkeley

Horner, Justin

From: Philip Soffer <phsoffer@gmail.com>
Sent: Monday, February 08, 2021 10:27 AM
To: bartplanning; Pearson, Alene; All Council
Subject: Homes and amenities at N. Berkeley BART

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley within walking distance of BART. I am strongly in favor of the development of housing there. I want to raise the following points:

- I'm more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame. Moreover, we should be concerned about how long it takes to come to an agreement, since delay means more housing gets built in places that are less environmentally friendly than the BART location. Agree on a number of affordable units to be developed, and move from there.
- My travels have taken me to places like Japan, Germany, and France where public amenities and public transit are part of a common plan, not separate as they are here. The North Berkeley BART area, especially when it has more residents, will be an outstanding location for ground-floor retail and quick-serve because it will see a lot of foot traffic. Rents can subsidize low income housing on site. Also consider a place for food trucks.
- We need to plan for hill dwellers to get to the station without driving. I believe any physical plan should include 1) way for people to get in and out of taxis/robotaxis quickly and efficiently; and 2) a significant staging area for electric bikes. We can make it fun and efficient for people to bike to the station if we contract with a provider of electric bikes to balance supply/demand at key endpoints in the hills and at the station.

Phil Soffer
1511 MLK Jr. Way

Horner, Justin

From: Oren Cheyette <ocheyette@gmail.com>
Sent: Monday, February 08, 2021 10:26 AM
To: bartplanning; Pearson, Alene; All Council
Subject: Please support maximum housing at the N. Berkeley BART

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear Elected officials, Planning commissioners, city staff, and CAG:

As a North Berkeley resident, I wish to express my support for building as much housing as possible at the North Berkeley BART station, in a mix of market rate and affordable modes, promoting a diverse and sustainable community. In my lifetime, like the rest of the inner Bay Area, Berkeley has become unaffordable for all but the wealthiest cohort of society, forcing those with lower incomes to either live far from their workplace or accept ever lower quality living conditions, such as students and entry-level workers living in massively divided houses with many roommates (which, incidentally, contribute to pandemic spread).

The development of the NB BART site is a once in a lifetime opportunity to address this problem. I urge the city and BART to seize the opportunity to address housing scarcity and promote climate-friendly living by maximizing future transit-oriented housing on the site.

Regards,
Oren Cheyette
San Lorenzo Ave.
Berkeley

Horner, Justin

From: Zachary Ferguson <zachfergie@gmail.com>
Sent: Monday, February 08, 2021 9:50 AM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Hello Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very energized by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving. NB BART is my home station. I want my commute and transit to bring me closer to my community. Homes can do that, a parking lot cannot.

Thank you,
Zach

Horner, Justin

From: Shen, Alisa
Sent: Monday, February 08, 2021 9:20 AM
To: bartplanning
Subject: Fw: BART STATION DEVELOPMENT PRIORITIES



Alisa Shen
Principal Planner
Pronouns: she/her/hers
City of Berkeley
1947 Center Street, 2nd Floor
Berkeley, CA 94704
ashen@cityofberkeley.info

From: Jane Scantlebury <jscantlebury@lmi.net>
Sent: Monday, February 8, 2021 6:21 AM
To: Shen, Alisa <AShen@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART STATION DEVELOPMENT PRIORITIES

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear BART Community Advisory Group and Planning Staff:

As a Berkeley resident, I support the following priorities for both the Ashby and North Berkeley BART station developments:

- 1) Maximize the number of homes and people that are housed at BOTH stations;
- 2) Achieve at least 50% affordable housing at BOTH stations,
- 3) Require at least 450 homes at BOTH stations that are affordable to low income households;
- 4) Require that the housing developments be built with community open space, road diets and other community benefits within 10 years;
- 5) Prioritize developments that include non-profit housing developers that have a proven track record in Berkeley; and
- 6) Include a right to return for former residents who were displaced by rising rents.

Thank you for including these priorities in the BART developments. And, thank you for your dedication and good work.

Sincerely,

Horner, Justin

From: Shen, Alisa
Sent: Monday, February 08, 2021 9:19 AM
To: bartplanning
Subject: Fw: Development of North Berkeley BART site



Alisa Shen
Principal Planner
Pronouns: she/her/hers
City of Berkeley
1947 Center Street, 2nd Floor
Berkeley, CA 94704
ashen@cityofberkeley.info

From: Reynaldo <cruzinroseann@aol.com>
Sent: Monday, February 8, 2021 9:11 AM
To: Shen, Alisa <AShen@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: Re: Development of North Berkeley BART site

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Good morning,

I will be present at tonight's zoom meeting and hopefully, be able to raise my hand and speak. I tried last meeting but was unsuccessful.

This morning, I walked to the North Berkeley BART to buy the East Bay Times at the machine in front as I do everyday. From my home, I walk on Short Street. On my return, I observed the lovely homes my neighbors have maintained. I felt a sense of pride for living here on Lincoln Street. It is a serene community with friendly people who have invested time and money to build and maintain a beautiful environment for the adults and children. My late wife and I bought our home thirty-one years ago because we wanted this environment for our sons, and now, for our grandchildren. My late wife retired from Berkeley Unified after teaching in elementary classrooms. She passed away 8 years ago after a two-year battle with ALS.

Since her passing, I have continued to maintain our home because I will pass it on to my older son and his family. I want my three grandchildren to enjoy the peaceful neighborhood my late wife and I desire for them.

Therefore, I oppose a multi-level structure. After walking through the BART parking lot and observing the low density and low roof lines, I prefer a smaller, less invasive structure. Even four stories will ruin our neighborhood concept we all enjoy.

In addition, I have taken daily walks throughout Berkeley and see that there are other sites where a large-scale project can be built. There are many commercial buildings vacant and many vacant lots available for affordable housing.

Sincerely,
Reynaldo Santa Cruz
1461 Lincoln Street

-----Original Message-----

From: Reynaldo <cruzinroseann@aol.com>

To: ashen@cityofberkeley.info <ashen@cityofberkeley.info>; council@cityofberkeley.info <council@cityofberkeley.info>; mayor@cityofberkeley.info <mayor@cityofberkeley.info>

Sent: Mon, Dec 14, 2020 8:48 am

Subject: Development of North Berkeley BART site

Dear Representatives:

I bought my home in North Berkeley thirty-one years ago. We settled here after looking in other Bay area communities because of the warm, residential appeal. I have recently repainted and remodeled my second floor balcony that faces south, specifically, to enjoy the view of the East Bay hills and southern skyline.

My residential neighborhood will be impacted by a huge, housing development. I want and request the BART site to be more than 4 stories in the middle, with 2 stories at the perimeter in order to keep this a low-rise residential community.

I object to a high-rise development in our residential neighborhood. I do not object to low-rise, affordable and energy-efficient housing, but to build on this public land where BART and developers profit is wrong.

Please preserve our neighborhood.

Sincerely,
Reynaldo Santa Cruz
1461 Lincoln Street

Horner, Justin

From: Shen, Alisa
Sent: Sunday, February 07, 2021 10:04 PM
To: bartplanning
Subject: Fwd: BART STATION DEVELOPMENT PRIORITIES

Get [Outlook for iOS](#)

From: Clarke Teresa <tkclarke2@yahoo.com>
Sent: Sunday, February 7, 2021 8:42:55 PM
To: Shen, Alisa <AShen@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>; Bartlett, Ben <BBartlett@cityofberkeley.info>; Berkeley Mayor's Office <mayor@cityofberkeley.info>
Subject: BART STATION DEVELOPMENT PRIORITIES

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear BART Community Advisory Group and Planning Staff:

As a Berkeley resident, I support the following priorities for both the Ashby and North Berkeley BART station developments:

- 1) Maximize the number of homes and people that are housed at BOTH stations;
- 2) Achieve at least 50% affordable housing at BOTH stations,
- 3) Require at least 450 homes at BOTH stations that are affordable to low income households;
- 4) Require that the housing developments be built with community open space, road diets and other community benefits within 10 years;
- 5) Prioritize developments that include non-profit housing developers that have a proven track record in Berkeley; and
- 6) Include a right to return for former residents who were displaced by rising rents.

Thank you for including these priorities in the BART developments.

Sincerely,
Teresa Clarke
District 3

Horner, Justin

From: Shen, Alisa
Sent: Sunday, February 07, 2021 10:04 PM
To: bartplanning
Subject: Fwd: BART STATION DEVELOPMENT PRIORITIES

Get [Outlook for iOS](#)

From: Philip Kreycik <philip.kreycik@gmail.com>
Sent: Sunday, February 7, 2021 9:04:45 PM
To: Shen, Alisa <AShen@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART STATION DEVELOPMENT PRIORITIES

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear BART Community Advisory Group and Planning Staff:

As a Berkeley resident, I support the following priorities for both the Ashby and North Berkeley BART station developments:

- 1) Maximize the number of homes and people that are housed at BOTH stations;
- 2) Achieve at least 50% affordable housing at BOTH stations,
- 3) Require at least 450 homes at BOTH stations that are affordable to low income households;
- 4) Require that the housing developments be built with community open space, road diets and other community benefits within 10 years;
- 5) Prioritize developments that include non-profit housing developers that have a proven track record in Berkeley; and
- 6) Include a right to return for former residents who were displaced by rising rents.

Thank you for including these priorities in the BART developments.

Sincerely,

Philip Kreycik

Horner, Justin

From: Shen, Alisa
Sent: Sunday, February 07, 2021 10:04 PM
To: bartplanning
Subject: Fwd: BART STATION DEVELOPMENT PRIORITIES

Get [Outlook for iOS](#)

From: Forest Kaser <forestkaser@gmail.com>
Sent: Sunday, February 7, 2021 9:15:13 PM
To: Shen, Alisa <AShen@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART STATION DEVELOPMENT PRIORITIES

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear BART Community Advisory Group and Planning Staff:

As a Berkeley resident, I support the following priorities for both the Ashby and North Berkeley BART station developments: 1) Maximize the number of homes and people that are housed at BOTH stations; 2) Achieve at least 50% affordable housing at BOTH stations, 3) Require at least 450 homes at BOTH stations that are affordable to low income households; 4) Require that the housing developments be built with community open space, road diets and other community benefits within 10 years; 5) Prioritize developments that include non-profit housing developers that have a proven track record in Berkeley; and 6) Include a right to return for former residents who were displaced by rising rents.

Thank you for including these priorities in the BART developments.

Sincerely,
Forest Kaser

Horner, Justin

From: Shen, Alisa
Sent: Sunday, February 07, 2021 10:03 PM
To: bartplanning
Subject: Fwd: BART STATION DEVELOPMENT PRIORITIES

Get [Outlook for iOS](#)

From: Claire FitzGerald <claireelainefitzgerald@gmail.com>
Sent: Sunday, February 7, 2021 9:45:27 PM
To: Shen, Alisa <AShen@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART STATION DEVELOPMENT PRIORITIES

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear BART Community Advisory Group and Planning Staff:

As a Berkeley resident, I support the following priorities for both the Ashby and North Berkeley BART station developments:

- 1) Maximize the number of homes and people that are housed at BOTH stations;
- 2) Achieve at least 50% affordable housing at BOTH stations,
- 3) Require at least 450 homes at BOTH stations that are affordable to low income households;
- 4) Require that the housing developments be built with community open space, road diets and other community benefits within 10 years;
- 5) Prioritize developments that include non-profit housing developers that have a proven track record in Berkeley; and
- 6) Include a right to return for former residents who were displaced by rising rents.

Thank you for including these priorities in the BART developments.

Sincerely,

Claire

Claire FitzGerald
claireelainefitzgerald@gmail.com

Horner, Justin

From: Jessica Fain <jessicalynnfain@gmail.com>
Sent: Sunday, February 07, 2021 3:13 PM
To: Pearson, Alene; bartplanning; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too.

Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community. Here's what we want at North Berkeley BART: Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more. We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame. As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you,
Jessica Fain
94703

Horner, Justin

From: Larisa Cummings <pidicummings@gmail.com>
Sent: Sunday, February 07, 2021 8:31 AM
To: bartplanning
Subject: Ashby BART development

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

To members of the CAG, I have lived within 1/4 mile of Ashby BART since 1994, and my values are aligned with Friends of Adeline-

Friends of Adeline is a diverse group of caring South Berkeley residents working in partnership with local businesses, nonprofits, and others to affect change so that our neighborhood is an inclusive and just place for all people.

Over 50 years ago the property that is now the Ashby BART station was taken from the people of South Berkeley to build the station and parking lot. This was once a vibrant part of the South Berkeley community and since that time very little has been done to meet the needs of the people of that community. This has led to the decimation of the African American population of Berkeley. It is now time to begin to reverse that by providing the dollars for the development that our community needs.

For more than 5 years Friends of Adeline has been fighting to create low-income housing and reverse the displacement of African-Americans in our community.

We want the CAG vision and priorities document to include these things:

- Dedicate all housing at the BART sites for low-income people whose incomes are less than 60% AMI, and require a nonprofit master developer who will work with the community to develop a project that meets community needs.
- Guarantee a future for the Berkeley Community Flea Market and its vendors at the Ashby BART site, with the full participation of the vendors themselves.
- A right to return/local preference policy, which gives people who are at risk of displacement or who have been displaced preference for new, low-income housing, at a price that they can afford. We should create a Coming Home Day for people who've been displaced to come back and learn about how they can move back.

Please resist caving to pressure from profit oriented expansionists and their groups - it's obvious who they are. We have already seen how that happened with the Adeline Corridor process, where despite years of community input, the City Council and its new members caved to and added stories (height) to buildings to be developed - very unplanned, dismissive of what we asked for and what was in the city's proposal --

Sincerely,
Larisa Cummings
2913 Newbury St.

Horner, Justin

From: Barry Fike <barrytf@mac.com>
Sent: Sunday, February 07, 2021 7:02 AM
To: bartplanning; Pearson, Alene; All Council
Subject: Maximize the # of Homes at North Berkeley BART and Build Them Now!

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear City Councilmembers, Planning Commissioners, and CAG:

I grew up in North Berkeley (Virginia St. and North St.), currently live on Allston Way, was a BUSD teacher and BFT president, and am now retired. I am writing to encourage you to do whatever you can to maximize the number of homes for all income levels at the North Berkeley BART station.

We certainly need a lot more affordable housing for those who qualify for subsidized housing. At the same time, we also need a lot more affordable housing for those who don't qualify for subsidized housing. Both of my children are living on the East Coast presently. They and so many of their Berkeley High grad friends would love to live in Berkeley. But there is such a scarcity of housing here which directly contributes to such a high cost of living that this goal is unattainable for so many of them.

Building affordable housing at North Berkeley BART is such an incredible opportunity for our entire Berkeley community. It is critical that you focus on the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

Thank you,
Barry Fike

Horner, Justin

From: barbara@considerthehomeless.org
Sent: Saturday, February 06, 2021 3:02 PM
To: bartplanning
Subject: Development at the Ashby BART station

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

To members of the CAG,

Friends of Adeline is a diverse group of caring South Berkeley residents working in partnership with local businesses, nonprofits, and others to affect change so that our neighborhood is an inclusive and just place for all people.

Over 50 years ago the property that is now the Ashby BART station was taken from the people of South Berkeley to build the station and parking lot. This was once a vibrant part of the South Berkeley community and since that time very little has been done to meet the needs of the people of that community. This has led to the decimation of the African American population of Berkeley. It is now time to begin to reverse that by providing the dollars for the development that our community needs.

For more than 5 years Friends of Adeline has been fighting to create low-income housing and reverse the displacement of African-Americans in our community.

We want the CAG vision and priorities document to include these things:

- **Dedicate all housing** at the BART sites for low-income people whose incomes are less than 60% AMI, and require a nonprofit master developer who will work with the community to develop a project that meets community needs.
- **Guarantee a future** for the Berkeley Community Flea Market and its vendors at the Ashby BART site, with the full participation of the vendors themselves.
- **A right to return**/local preference policy, which gives people who are at risk of displacement or who have been displaced preference for new, low-income housing, at a price that they can afford. We should create a Coming Home Day for people who've been displaced to come back and learn about how they can move back

Thank you,

Bb

Barbara Brust

Horner, Justin

From: Friends of Adeline <friendsofadeline@gmail.com>
Sent: Saturday, February 06, 2021 11:55 AM
To: bartplanning
Subject: Friends of Adeline comments for BART CAG Community Meeting #2 re: draft vision and priorities document
Attachments: Housing in the Adeline Corridor_FOA.pdf

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

To members of the CAG,

Friends of Adeline is a diverse group of caring South Berkeley residents working in partnership with local businesses, nonprofits, and others to affect change so that our neighborhood is an inclusive and just place for all people.

Over 50 years ago the property that is now the Ashby BART station was taken from the people of South Berkeley to build the station and parking lot. This was once a vibrant part of the South Berkeley community and since that time very little has been done to meet the needs of the people of that community. This has led to the decimation of the African American population of Berkeley. It is now time to begin to reverse that by providing the dollars for the development that our community needs.

For more than 5 years Friends of Adeline has been fighting to create low-income housing and reverse the displacement of African-Americans in our community.

We want the CAG vision and priorities document to include these things:

- Dedicate all housing at the BART sites for low-income people whose incomes are less than 60% AMI, and require a nonprofit master developer who will work with the community to develop a project that meets community needs.
- Guarantee a future for the Berkeley Community Flea Market and its vendors at the Ashby BART site, with the full participation of the vendors themselves.
- A right to return/local preference policy, which gives people who are at risk of displacement or who have been displaced preference for new, low-income housing, at a price that they can afford. We should create a Coming Home Day for people who've been displaced to come back and learn about how they can move back

Attached is our platform on what we need for South Berkeley.

Thank you,

Friends of Adeline

--

Horner, Justin

From: E.Horowitz <eahorowitz@gmail.com>
Sent: Saturday, February 06, 2021 9:45 AM
To: Berkeley Mayor's Office; All Council; bartplanning; Rebecca.Saltzman@bart.gov
Subject: North Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

We live in the North Berkeley BART neighborhood and are **very** concerned about the outsized scale of the proposed development. You initially promised apartments that would **fit the neighborhood**. Buildings that rise from 2 stories at the perimeter to 4 stories in the center would be appropriate for our neighborhood of mostly single story, single family homes. Buildings of 8 or 12 stories will totally disfigure our little neighborhood.

Our designation as a "City Center" is totally inappropriate, should never have happened, and the **least** the City can do is to mitigate the damage by insisting the height be lowered!

Furthermore, don't deprive West Berkeley and Berkeley Hills commuters of the parking they need to **realistically** be able and willing to commute by BART year-round. You're living in a fantasy world if you think all commuters will ride their bikes to BART every day, including older or disabled commuters, or ones living high up in the hills. It ain't gonna happen. They'll either drive to work, or they'll jam the streets with cars in our neighborhood.

Mel Weitsman
Liz Horowitz
1421 McGee Ave.
Berkeley

Horner, Justin

From: Peter Ewell <petertewell@gmail.com>
Sent: Friday, February 05, 2021 6:41 PM
To: Berkeley Mayor's Office; bartplanning; Kesarwani, Rashi; Hahn, Sophie; Rebecca.Saltzman@bart.gov
Subject: Development Plan for the North Berkeley BART Station

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear City of Berkeley and BART decision-makers,

We are owner-occupants of a house about half a mile from the North Berkeley BART station. We are very aware of the acute housing shortage in the Bay Area and we support the development of the land with a mix of affordable and market rate apartments, some parking, and perhaps some small businesses such as a coffee shop, a convenience store, etc.

Nevertheless, we are concerned that the proposed plan that we have seen is for monumental, uniform, architecturally undistinguished 8 to 10 storey buildings built out to the edges of the property. We stand with the North Berkeley Neighborhood Alliance that this plan is out of scale with our residential neighborhood.

We wrote to you nearly two years ago, expressing our strong preference for a set of buildings with a diversified look and feel, combined with open spaces, walkways, trees, and plantings.

We hope that you will listen to the voices from the neighborhood and arrive at a more appropriate design.

Thank-you and best wishes,

Peter Ewell and Helga Recke
1404 McGee Avenue
Berkeley, CA 94703
petertewell@gmail.com
510-926-9193

Horner, Justin

From: Mary Telling <maryt@Mithun.com>
Sent: Friday, February 05, 2021 1:14 PM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. This neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Regards,

Mary Telling

Horner, Justin

From: Mary C Dorst <mclorst@gmail.com>
Sent: Friday, February 05, 2021 8:41 AM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, City staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of rental homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with children, folks with disabilities, low income people, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. And we want them to include 3BR and 4BR apartments, because the private market doesn't construct such rental housing stock, and BUSD is fast losing socioeconomic, racial and ethnic diversity because families can't afford to rent homes large enough for their young learners. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving. Thank you.—Mary Dorst

Horner, Justin

From: Jenny Johnston <jjpulga71@gmail.com>
Sent: Thursday, February 04, 2021 11:13 AM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and am interested in providing a dense, tall-ish (4-6 stories), opens space- and amenities-served, residential hub at the BART station.

Specifically:

Homes should be for all, including many who don't qualify for subsidized housing: first responders, students, DINKs, empty nesters, undocumented residents, and more.

I am more concerned with the number of homes rather than the affordable percentage. If the project can't pencil and is never built, that would be a huge failure.

As a neighbor to the station, I have multiple options for getting to the station. For my friends in the hills, I hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving. And, the existence of electrical bikes!

Thank you,

Jenny Johnston
1414 Martin Luther King Jr Way
Berkeley, California 94709

Horner, Justin

From: Debojyoti Ghosh <debojyoti.ghosh@gmail.com>
Sent: Thursday, February 04, 2021 10:00 AM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you

Horner, Justin

From: Michael Boland <mlboland@comcast.net>
Sent: Thursday, February 04, 2021 7:12 AM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley on Hopkins Street and take BART every day. I'm very excited by the idea of maximizing housing at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. So do my parents - who are elderly and have limited means. I'd love for them to be able to live near us, but housing in our neighborhood is impossibly expensive!

Here's what I want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame. The more housing we build - the less open space and farmland gets destroyed and the lower our carbon footprint is as a society.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

I understand that a few BART neighbors are worried about the change in their neighborhood — but so long as our population continues to grow, change is inevitable. It can either be responsible, environmentally friendly change or we can continue to destroy our planet. We owe it to our children and grandchildren to make the right choice and maximize housing at North Berkeley BART.

Thank you

Michael Boland

Horner, Justin

From: Colette Meunier <Colette.Meunier@mindspring.com>
Sent: Wednesday, February 03, 2021 9:20 PM
To: bartplanning
Subject: Fwd: Letter of Comment on BART station development guidelines
Attachments: 2021 Feb letter to CAG.pdf

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Hi Alisa:

I have attached a letter of comment which I hope can be provided to the CAG for their community meeting on February 8, 2021. Thanks!

--

COLETTE MEUNIER
1560 Sacramento Street
Berkeley, California 94702
510.847.9731
colette.meunier@mindspring.com

E-mailed to Alisa Shen, Principal Planner at bartplanning@cityofberkeley.info

February 3, 2021

Alisa Shen, Principal Planner
City of Berkeley
Department of Planning & Development
1947 Center Street, 2nd Floor,
Berkeley, CA 94704

RE: Comments for the Preliminary Planning of Redevelopment of the Berkeley BART Stations

Dear Ms. Shen:

This letter contains comments about the redevelopment of the Berkeley BART Stations. Please provide them to the appropriate City staff, members of the Community Advisory Group, appropriate BART staff, and the consultant team. I hope I have submitted these comments in sufficient time to be provided to the CAG for their February 8, 2021 community meeting.

I have the following comments:

1. Provide housing for a full range of income types in the developments on the BART stations.
2. Rank desired community benefits in order of priority to facilitate future project approval and benefit negotiations.

Provide housing for a full range of income types.

Discussions in the CAG's meetings and public input have included comments that the development be 100% affordable to very low- and low-income-households. I urge that some moderate **and** market rate housing be included in each development to avoid having to require low-income households to move out of the development when their financial circumstances improve or their household circumstances change. Why would this be a possibility? For the following reasons.

Affordable housing projects usually require financing from several funding sources, each of which will have its own affordability requirements and periodic reporting requirements. A common requirement is that the housing management periodically document that the households living in the development continue to meet the percentages of affordable households by income classifications required by the funding source.

Circumstances of households in affordable housing change over time. For example, their incomes may increase, or the size of the household may increase or decrease. Such changes may result in them no longer qualifying as low-income. If the development does not include any moderate or market rate units, such households could end up having to leave the development, requiring children to have to change schools, etc. Providing at least some units for moderate and market rate income would allow these households the choice to stay and pay the increased rents.

Rank desired community benefits in order of priority.

The amount of community benefits that the development at the BART stations can afford to undertake will depend on the amount of development and the affordability requirements. These factors will not be known until the development proposals for the sites go through the entitlement process. Providing a clear indication of the priority ranking of desired community benefits will make negotiation of community improvements as part of the development approval process easier and clearer.

Sincerely,

Colette Meunier

Horner, Justin

From: Carol Hirth <chirth@mac.com>
Sent: Tuesday, February 02, 2021 6:35 PM
To: bartplanning
Subject: Project for N. Berkeley BART

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

I OPPOSE the construction of 8 story buildings at N. Berkeley BART! This model is totally inappropriate for the neighborhood, grossly oversized, a monstrosity that looks like the worst kind of Soviet-style, BLOCK , brutalistic "architecture".

This plan would never be proposed or considered in a wealthier neighborhood of Berkeley.

There must be an alternative that is reasonable, that works for the neighborhood and for the city. A plan that has 4 stories in the center, graduating down to 2 stories at the perimeter would be fitting.

This is a rare and valuable piece of property that must be developed in an affordable, greener, and community supported manner.

I am appalled that the City and BART would consider the current overwhelmingly awful plan.

Carol Hirth
1309 Cornell
Berkeley. 94702

Horner, Justin

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Monday, February 01, 2021 1:11 PM
To: bartplanning
Subject: Lets aim high! Rooftop parks on the BART station developments

WARNING: This email originated outside of City of Berkeley.

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Back at the beginning of this process, I submitted initial thoughts on wanting a roof garden at the BART station, and why it is different than just a space between tall buildings on a thoroughfare. You can read a slightly updated version at: https://www.berkeleyside.com/2021/01/15/opinion-new-developments-at-ashby-and-north-berkeley-bart-should-include-roof-gardens#disqus_thread

I am going to elaborate and add some suggestions on paths we should pursue for feasibility. We should consider our future as a much more densely populated, tall urban landscape in planning our greenspaces at the BART stations. I expect my neighborhood, and large parts of Berkeley, will increase in density. The neighborhood by University Ave and San Pablo Ave, served by North Berkeley BART is very gritty, paved, with high traffic and little greenspace to allow for peaceful respite. It currently has many surface parking lots ripe for infill, and many small single story retail lots which will likely eventually change to 6+ story buildings.... even if 20+ years from now. With the increased height in our skyline, and all of the increased numbers of residents which I expect in the near future, not just now, demand on our current parks will only increase, as our access to sunny, tranquil greenspaces will diminish.

As zoning is being made for the BART parking lots now, we have an opportunity to create new centrally located parks now, which we could not do on small private developments, and could not do 20+ years in the future. Just because the Ashby area is noticeably short on greenspace now, doesn't mean that we shouldn't plan for future increase in density everywhere in Berkeley. Given that BART is publicly funded, I think it makes sense to aim to use large areas of the sites for public parks centrally located and easily accessible to some of the denser areas of Berkeley. Roof gardens do not compete with buildable footprints of buildings, nor do they limit heights. In the numerous "illustration purposes only" sample buildings on the BART sites which have been used in the CAG meeting slides, there are generally several different buildings: a roof garden could be on only one or two of these, and wouldn't need to affect the structural design of all buildings.

I don't recall which meeting, but I remember it was explained that the station sites are not going to be approached like a normal private development, such as California's inclusionary density bonus will not be applicable; and that if Berkeley wanted to have a very high affordable housing percent, that it could pursue funding beyond developers' responsibilities in order to make that happen. I think the same principle should apply to the possibility of roof gardens. We should have the option to seek what is possible, as the BART sites provide a unique opportunity to create new, very centrally located open spaces, reachable by transit. Parks public funding generally does not compete with affordable housing public funds, such as this state grant for creating new open spaces: https://www.parks.ca.gov/?page_id=29940

For setting up and long term running of a new park, we have a healthy network of mostly volunteer run community gardens and parks volunteer groups who could help give advice, or possibly be included:

https://ecologycenter.org/ecodirectory_topics/community-gardens-2/

<https://www.bfp.org/index.php/resources-for-affiliate-groups/>

I assume roof gardens would close shortly after sunset, as our other parks do. Roof gardens are not ideal for all recreation uses, but could free up other surface park land for other uses, such as ball sports.

Roof gardens have only recently become common in urban design within the past five to seven years. Maybe without a proliferation of these, they seem daunting or out of reach, but I believe we are at the beginning of a full architectural movement, which acknowledges the need for greenspace and access to sky, as our cities densify, fill in vacant or underutilized lots and our landscapes become increasingly tall and urban. These things can simultaneously exist, and often quite beautifully. I don't think we should discount the idea from the beginning, without a chance for truly researching it. We need to plan for the Berkeley that will exist 20+ years into the future, including being open to creating new rooftop parks. The Joint Visions and Priorities plan should allow for Berkeley to explore options to create rooftop parks on the BART station sites.

Here are some examples for inspiration:

Public parks, including roof gardens, provided by private developments in SF <https://sfpopos.com> They might be able to provide experienced advice.

New development planned for Cupertino:

<https://revitalizevallco.com>

Kaiser's roof garden

https://www.gardenvisit.com/gardens/kaiser_rooftop_garden

Roof garden/parks on transit spaces:

Salesforce Park

<https://salesforcetransitcenter.com/salesforce-park/>

Highline NYC

<https://www.thehighline.org>

<https://www.sustainability-times.com/clean-cities/rooftop-gardens-in-urban-jungles-can-provide-home-to-insects-and-birds/>

<https://medium.com/@greentradr/the-10-most-amazing-garden-rooftop-in-the-world-6f917f7c2cb>

<https://theculturetrip.com/asia/singapore/articles/meet-the-urban-farmer-behind-singapores-edible-garden-city/>

Not gardens, but a bunch of folks enjoying access to rooftop bars and infrastructure

<https://www.therooftopguide.com>

Horner, Justin

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Monday, February 01, 2021 12:40 PM
To: bartplanning
Subject: North Berkeley site needs to be inclusive

WARNING: This email originated outside of City of Berkeley.

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The Visions and Priorities plan for the North Berkeley site needs to be inclusive, and represent the neighboring community.

From what I have seen through multiple meetings, everyone involved in the BART development planning is complicit in using the false impression of the NB neighborhood being white and privileged as a means to shut out the community involvement in NB, as was Barnali's outburst of trying to shut out community voices by falsely claiming we're all white and privileged and do not deserve inclusion. This is clearly visible in the draft plan. In the draft plan, Ashby station gets a written obligation to work with the neighboring community to design its public spaces, needs to be sensitive to the neighborhood's history, gets commitments for providing flea market space and amenities, as well as suggesting changing Adeline street which would involve the city of Berkeley changing its infrastructure. It has a commitment to deed restricted affordable units, much higher percent affordable, goals of seeking non-profit developers, and prioritizes right to return. The Ashby site does not have any written maximum investment in public space in the Visions and Priorities plan.

It would be possible to excuse this as simply due to the extra five years Berkeley has had in developing Adeline Corridor Plans around the, except that there have been numerous comments asking for far more in both public space, and housing goals, at the NB station during the past 8 months of meetings. At NB, we get a connected bikeway written as the MAXIMUM commitment to public space, and BART's general affordable housing goals, rather than the higher goals the community has asked for. NB gets absolutely no inclusion of the community, and totally misses many of the community comments stated during previous meetings for this site. Our MOU agreement between BART and Berkeley, promises that this will be a community process, but so far, I just feel shut out.

The Visions and Priorities plan for NB needs a written commitment to community input and sensitivity to neighborhood character, no explicit limitation on what public space might look like, including options to seek city/county/state assistance if we choose to aim for something beyond the budget of a developer [the way that Berkeley may find outside contributions to higher affordable housing goals, or the way that city street infrastructure of Adeline St. is on the table for redesign at Ashby], and affordable housing goals that reflect community input.

I still can't tell if the CAG's lack of contacting me personally regarding Barnali's false assertion about my neighborhood history is just a lack of time or organization, or an attempt at sweeping it under the rug. Barnali let me know that she made an apology statement at one of the CAG short workshop sessions, but I was unable to attend that, and a recording of it is not on the city BART station planning webpage, so I can't even tell what she said to correct her misuse of false history. The lack of anyone representing the greater CAG committee contacting me on this topic, says to me, that as an urban planning committee it is unapologetic about the misrepresentation. Starting with the December 14 presentation slide, about "North Berkeley has enough green space, Ashby does not", shows disregard to previous input of the NB community. Then by the lack of almost any detail in the draft Joint Visions and Priorities plan priorities for NB public space except explicit blocking of any additional public space investment beyond the bikeway at NB, no promise to be inclusive or sensitive to the community and its history, as well as the shortcomings of the affordable housing

goals at this site, followed by over a month of silence in trying to reach out to me, makes me conclude that, like my ancestors before me, I am expected to bear the burden of racist urban planning again, still, for the profit of developers and planners who can pretend that they aren't being racist by perpetuating incorrect history of my neighborhood. Am I just supposed to be the silent Asian "model minority", and quietly take this?

As an Asian American, having my history of discrimination buried or flat out denied is a typical tactic in perpetuating yet more racism. I am glad that Berkeley can acknowledge the hardships of the Japanese population from the internment of WW2, but that is hardly comprehensive to all Asians' history of racism here. We are denied recognition as Americans, always being viewed as foreigners even after 150+ years here. We are forgotten in discussions of redlining, and not viewed as victims of historic racist discrimination in urban planning, and housing politics and financing. The injustices of having our homes or businesses repeatedly destroyed, or facing violent hate crimes or murder, by white people are not acknowledged and go punished. Our contributions to shaping the western United States, as well as establishing entire industries here is almost unheard of, or ignored. We are still today often unacknowledged as a statistical demographic. By so much exclusion both past and present, we are left to fend for ourselves. Then, by the necessity of fending for ourselves for so long, we have a new burden of a "model minority" myth, creating division between us and fellow minorities, as a means absolving the white dominated society from responsibility to help anyone who has faced hardship by the hands of systemic racism.

<https://www.apa.org/monitor/2019/12/countering-stereotypes>

Horner, Justin

From: Eric Johnson <johnsoew@gmail.com>
Sent: Monday, February 01, 2021 9:15 AM
To: bartplanning; +apearson@cityofberkeley.info; +council@cityofberkeley.info
Subject: I want more homes at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very supportive of building MANY new homes at North Berkeley BART station. Our neighborhood is in the middle of one of the densest and most housing-insecure regions in the US. In North Berkeley we have plenty of room, plenty of resources, and plenty of amenities for new neighbors. Existing residents will not be adversely affected at all turning a windblown parking lot into homes. In fact, we will all benefit enormously by having more people on our sidewalks, more customers for our neighborhood stores, more kids in our parks and schools, and more people using BART. Our neighborhood should welcome people from all over the region to live here, including those who are being pushed out of Berkeley by ever-increasing housing costs.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too. We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving. I hope that considerations of parking and other mobility options for the new development use rigorous data to determine actual need - how many actually drive and from where, how many walk or bike, how many use the bus or micro-mobility, etc.

Thank you

Eric Johnson

Horner, Justin

From: Theo Posselt <tposselt.sf@gmail.com>
Sent: Monday, February 01, 2021 7:32 AM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

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Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley in Northside, and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. When I grew up in the 80's, the area around North Berkeley BART was affordable to teachers and other middle class professionals; now home prices start well over \$1m.

We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, fixed income seniors, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you

Horner, Justin

From: Adam Rogers <jetjocko@gmail.com>
Sent: Sunday, January 31, 2021 10:14 PM
To: bartplanning; Pearson, Alene; All Council
Subject: Please build more homes at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in Oceanview. North Berkeley BART is my station, and it would improve not just the neighborhood but the city to fill it with a lot of homes.

I love this neighborhood. That's why I want it to be accessible to more people—including people with disabilities, people with different levels of income, and people who come from communities that have been redlined into or out of North Berkeley.

I want my neighborhood to be beautiful, but when it comes to architecture or shadows, those are much lower priorities to me than having many more new neighbors.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you,

Adam Rogers
814 Jones St.
Berkeley
510-525-0973

Horner, Justin

From: Anne M. Torney <annet@Mithun.com>
Sent: Sunday, January 31, 2021 8:30 PM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes and LESS parking at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley, in District 5, and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

We also want our city of Berkeley to be a National model for equitable, environmentally sound housing and land use, not a city of false progressive politics.

As for parking, I live two miles away from the station and (pre and post COVID) commute to SF every workday. I walk, bike, get a ride from my hubby, or take Lyft to and from the station. Multi-modal access is here to stay, and will only grow! We can accommodate those folks whose physical abilities mean they have to drive - AND make multi-modal access a breeze.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

Mixed income housing now, that pencils and that is competitive for state funds (as well as local) is way better than no housing!

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a big failure and source of shame.

Thank you

Anne Torney
North Berkeley resident, District 5

Horner, Justin

From: Christopher Reed <ccharlesreed@gmail.com>
Sent: Sunday, January 31, 2021 8:18 PM
To: Pearson, Alene; bartplanning; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG: I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community. Here's what we want at North Berkeley BART: Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more. We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame. As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving. Thank you

Chris Reed
1734 Buena avenue

Horner, Justin

From: Sandy Emerson <sandy@fossilfreeca.org>
Sent: Sunday, January 31, 2021 5:01 PM
To: bartplanning; Pearson, Alene; All Council
Subject: Yes to More Homes at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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Elected officials, Planning commissioners, city staff, and CAG:

I think it's a great idea - timely and smart - to add housing near the North Berkeley BART station. Adding extra height opens more possibilities for affordable units. That's great, too! We need affordable units.

I have lived in North Berkeley since 2011 and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you

Sandy Emerson
1202 Hopkins St.

Horner, Justin

From: Alicia Klein <aliciafk@sbcglobal.net>
Sent: Sunday, January 31, 2021 4:32 PM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear elected officials, planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too.

Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community. Here's what we want at North Berkeley BART: Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: teachers, first responders, students, DINKs, empty nesters, undocumented residents, and more. We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. I would like safer, easier-to-use bike storage. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind (creatively!) while weighing the pollution and danger of driving.

Thank you,
Alicia Klein
1407 Edith St., Berkeley 94703

Horner, Justin

From: Libby Lee-Egan <libbyco@gmail.com>
Sent: Sunday, January 31, 2021 3:05 PM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

- Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.
- We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.
- As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you,

Libby Lee-Egan
North Berkeley resident and user of the North Berkeley BART station

Horner, Justin

From: Hilary Clark <hilaryclark1@gmail.com>
Sent: Sunday, January 31, 2021 2:22 PM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

Also, I would personally love to see some practical well-designed retail incorporated into the space. I'm dreaming of a grocery store for grab-and-go dinner after the commute, and maybe some amenities for users of the Ohlone Greenway, like a bike repair kiosk and/or a bike-friendly cafe.

Thank you!
Hilary Clark
1432 Grant St

Horner, Justin

From: Ann Ostrander <ann.ostrander@gmail.com>
Sent: Sunday, January 31, 2021 2:17 PM
To: bartplanning; Pearson, Alene; All Council
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.
DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you,

Ann Ostrander

Horner, Justin

From: Tom Athanasiou <tomathanasiou@gmail.com>
Sent: Sunday, January 31, 2021 11:36 AM
To: bartplanning; +apearson@cityofberkeley.info; +council@cityofberkeley.info
Subject: I live close to North Berkeley BART. It's in my neighborhood. I want more housing built on it

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear elected representatives

I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for low income and marginalized people. I am sick of all the tents and want to do my part. And, frankly, I have long been embarrassed by the North Berkeley Bart station, which is an affront to the transit oriented development vision that we should be pursuing.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you

Horner, Justin

From: Jeannette MacMillan <macmillanjeannette@gmail.com>
Sent: Sunday, January 31, 2021 11:18 AM
To: +apearson@cityofberkeley.info; +council@cityofberkeley.info; bartplanning
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG: I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community. Here's what we want at North Berkeley BART: Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more. We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame. As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving. Thank you

Jeannette
1677 Sacramento St

Horner, Justin

From: Amanda Coggin <amandacoggin@gmail.com>
Sent: Sunday, January 31, 2021 10:12 AM
To: bartplanning; +apearson@cityofberkeley.info; +council@cityofberkeley.info
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Elected officials, Planning commissioners, city staff, and CAG:

I live in North Berkeley and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

We are more concerned with the number of affordable homes rather than the percentage. If the project can't pencil and is never built, that would be a huge failure and source of shame.

As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you!

Amanda Coggin
Josephine Street, Berkeley

| Kindness in words creates confidence. Kindness in thinking creates profoundness. Kindness in giving creates love. - Lao Tzu

Chaplain | UCSF | [ucsfhealth.org/services/spiritual-care-services](https://www.ucsfhealth.org/services/spiritual-care-services)

Instructor, Mindful Caregiver Education + Open Death Conversations | Zen Caregiving Project
| zencaregiving.org

writing
| [giftofgrief.com](https://www.giftofgrief.com)
| @giftofgrief on Twitter

Horner, Justin

From: Jenna Fahle <jennafahle@gmail.com>
Sent: Sunday, January 31, 2021 9:00 AM
To: +apearson@cityofberkeley.info; +council@cityofberkeley.info; bartplanning
Subject: I want more homes at North Berkeley BART, now!

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Elected officials, Planning commissioners, city staff, and CAG:

I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community. Here's what we want at North Berkeley BART: Maximize homes for all.

Berkeley is an amazing place to live, but long-term housing is out-of-reach for me.

I envision a climate-friendly that is more urban, diversified, and dense.

Housing at North Berkeley BART now!

Jenna

Horner, Justin

From: Amelia Cass <ameliacass@gmail.com>
Sent: Sunday, January 31, 2021 8:41 AM
To: bartplanning; +apearson@cityofberkeley.info; +council@cityofberkeley.info
Subject: I want more homes at North Berkeley BART, now!

WARNING: This email originated outside of City of Berkeley.

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Elected officials, Planning commissioners, city staff, and CAG:

I live in the neighborhood and I'm very excited by the idea of a lot of homes at North Berkeley BART station. Our neighborhood is awesome but we know that it is not very accessible to newcomers. We want it to be a more welcoming place, especially for people with disabilities, low income folks, members of marginalized communities who have been redlined into or out of North Berkeley, and anyone who wants to live here. They deserve to live here too. Regarding what the future development looks like or where its shadows reach, we are more interested in the new neighbors we can enfold into our community.

Here's what we want at North Berkeley BART:

Maximize homes for all. There are many people who don't qualify for subsidized housing who deserve to live here too: first responders, students, DINKs, empty nesters, undocumented residents, and more.

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As neighbors to the station, we have the privilege of choosing from multiple options for getting to the station. For our friends in the hills, we hope that the design of the future North Berkeley BART development keeps their access in mind while weighing the pollution and danger of driving.

Thank you,

Amelia Cass
2317 McGee Ave

Horner, Justin

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Friday, January 29, 2021 4:26 PM
To: bartplanning
Subject: Hoping you can find more understanding of systemic racism

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Since a member of the CAG is allowed to publicly assert incorrect information about Berkeley's racist past, without anyone else in the CAG stepping in to correct this, then clearly someone needs to step in. I thank Barnali for her apology, and also the chance to talk with her personally about the origin of the misconceptions of this neighborhood. Not only is there a misunderstanding of our specific racist past here around the North Berkeley BART station, there is an incomplete understanding of the housing crisis discussion. As a person who has had generations of racist urban planning inflicted on her family, I would like to offer some different perspectives on both.

Part 1: The neighborhood around North Berkeley BART is not a privileged white neighborhood.

You can find Berkeley's redlining maps in this brand new simplified brochure:

[https://www.cityofberkeley.info/uploadedFiles/Rent_Stabilization_Board/Level_3_-_General/SPECIAL_Item%206_Redlining%20in%20Berkeley%20presentation_02.20.20_FINAL\(2\).pdf](https://www.cityofberkeley.info/uploadedFiles/Rent_Stabilization_Board/Level_3_-_General/SPECIAL_Item%206_Redlining%20in%20Berkeley%20presentation_02.20.20_FINAL(2).pdf)

Note how **both** the North Berkeley BART station and Ashby stations were placed on the border between the red and yellow zones. Important note: most literature only references what happened to Black families, but Asians(me) mostly Chinese and Japanese, then called "orientals", were included in racist policies through the mid 20th century. The houses eminent domained and bulldozed to add the BART line along Hearst Ave (now Ohlone park) were very definitely not homes of exclusive white wealthy residents. If you understand historic urban planning, this is an obvious continuation of previous racist practices in urban planning. No urban planning is going to adversely affect white affluent neighborhoods, when there are non-whites and poor communities to get bulldozed or displaced in the name of "progress".

Single family residence zoning is repeatedly blamed for the housing crisis, but is it really fair to tell residents who were redlined into living in West Oakland that the dominance of single family zoning* of their neighborhoods is the reason that they are experiencing gentrification and displacement? Or would you tell the residents of West Oakland that because they now have a large influx of white neighbors employed by the tech industry that their neighborhood doesn't deserve extra community benefits from developments?

Too many people involved in Berkeley's BART station developments forget how the North Berkeley BART not only serves the neighborhood around Monterey Market (please also don't forget Monterey Market was established by Japanese —valuing delicious fresh produce wasn't originally white or upscale in Berkeley), but also serves the "International Marketplace" neighborhood around University and San Pablo (Non-white, non-black, non-indigenous Americans are still seen as "foreign" and also treated as if we totally don't exist; a common practice that eradicates the responsibility in addressing systemic racism against us). When I was a child, gunshots were common in this area. The neighborhood still has low income housing, and many apartment buildings with section 8 residents. If we are so privileged, how was it selected to be one of the few Berkeley sites hosting the needle exchange for 20+ years, at Hearst and San Pablo?

My Chinese family, which has lived here since before the North Berkeley BART station was even built, has always loved gardening, plants, and fresh produce. I can tell which houses in my neighborhood were likely owned by Chinese or Japanese families based on plants in their yards, like persimmon trees, pomelo, ume

plum, loquat, asian pear, decorative quince, camellia...etc. Some of my most prized possessions are the plants I inherited in my own garden, which were planted by my grandfather, including the large Pak-Lan or (Champak tree), as mentioned in this —click on the section for Lee’s florist:

https://plex.page/Berkeley_Horticultural_Nursery

My grandfather was good friends with Homer Lee, founder of Lee's florist, still in operation on University Ave, in this once designed red zone North Berkeley BART-adjacent neighborhood, that has been home to redlined Japanese and Chinese families.

Here’s Homer’s obituary: <https://www.legacy.com/obituaries/sfgate/obituary.aspx?n=homer-h-lee&pid=128676483>

It fails to mention that the nursery Homer was running during WWII, was because it belonged to a Japanese family who was sent away to internment camps, and he was keeping the business running on their behalf. This was not an uncommon type of practice —Japanese leaving homes, possessions, businesses to trusted non-Japanese family friends when sent to internment camps. Japanese have a long history of establishing nurseries around the Bay Area, including in the East Bay nursery in Berkeley. <http://www.janurseries.com/history/>

If you go back to gold-rush era history, small mining towns frequently had an area named “China gardens”, because the Chinese were excluded to living in one area, and were also distinctive from white residents by farming their own produce.

Today, the very verdant character of the neighborhood near North Berkeley BART may make the neighborhood seem to outsiders, as if it must have long been a white neighborhood, in part because people associate well tended gardens as a character of white privileged neighborhoods, but it is in fact also a distinctive character of historically oppressed Asian groups.

Part 2: Urban planning policies have been historically racist, and are still being done in ways that perpetuate systemic racism.

Racist restrictive deed covenants (yes, Chinatowns were established as a ghetto for keeping Chinese people in a limited area), choices for highway placement, placement of BART lines, urban “renewal” , redlining; now Transit Oriented Development and Regional Housing Needs Allocation allotments. The racist practices in housing related financing are at least as numerous and insidious. These seem like abstract concepts to people who do not have generations of family negatively affected by them. The problems created by these racist practices did not just go away with the signing of new laws to eliminate them.

Arguments that justify building in urban areas from which whites fled during post WWII; consolidate control, profit and ownership to development or real estate investment companies; ignore fixing car dependent suburban design; skip over equal responsibilities on wealthy neighborhoods; do not penalize speculative housing investment practices; do not place housing or policy in control of people who have been systematically shut out from generational wealth and security in property ownership for generations; should always be suspect. Are the “solutions” to the housing crisis going to more strongly affect historically redlined neighborhoods? Is the Fruitvale district being more affected than Piedmont? If you support dense walkable urban design, think before you parrot claims asserted by profit driven developers: there is more going on than they want anyone to talk about. I am not saying urban walkable design is bad, just think why you are being led to believe that our “only” choices are ones that disproportionately burden the communities of poor brown people, while putting profit and control of housing in hands of real estate investors or developers, so the wealthy can get richer, AGAIN. Developers play a substantial role in shaping urban design and economies, and they are accountable to their investors, not to the communities where they build.

The housing crisis we are facing is far more a result of financial practices and policy, than of the oft proposed simple explanation that exclusionary single family zoning has been repressing growth. Beyond wealth-gap generative trickle-down national economic policies, urban and suburban homes and housing developments are treated as a means of profit (speculative real estate investments, predatory lending practices, tax incentives...etc). When property values increase (whether upzoning, or other desirability factors), only land owners in good financial standing are in a position to generate wealth from it, meaning even if a black family

owns their home in an area, they are only likely to find a way to generate wealth is by selling the property and leaving the community, being unlikely to have enough or good enough credit (over twice as likely to be turned down for loans than whites) to make changes to their only home, from which they could profit or generate extra wealth. Because upzoning creates an immediate predictable increase in property value, it incentivizes investment ownership focused on extracting wealth out of the area, over local resident ownership; perpetuating the financial investment incentive cause of the housing crisis. Generating wealth and security from property ownership requires already having wealth and security. <https://www.eastbayexpress.com/oakland/whos-jacking-up-housing-prices-in-west-oakland/Content?oid=3726518>

While I do hope to see inclusive housing put on the North Berkeley BART station, it is absurd that I am supposed to embrace developers as the saviors of the housing crisis. As the BCCLA wrote in response to the TOD bill SB827: “We do not for a second believe that our long-time oppressors are now our liberators. It is an insult to your own intelligence and to our history of struggle to suggest that the powerful financial interests that every day evict us, engage in predatory lending, and rob us of our limited wealth is suddenly in favor policies to break up their lucrative system that profits from our continued oppression and exploitation. “
https://d3n8a8pro7vhmx.cloudfront.net/crenshawsubway/pages/119/attachments/original/1523901677/BCCLA-SB_827_Concern_04-11-18.pdf?1523901677

We do not have past successful examples of regulations with legal repercussions that mandate prioritizing long-time residents of the neighborhood to newly made affordable housing, or right-to-return regulations. So, while I like that we are including the language of right-to-return in the Vision and Priorities plan, it just feels like virtue signalling, and I don't understand how this will prevent displacement of locals, if it doesn't come with either tangible or enforceable incentive or punitive measures.

Berkeley Housing Authority ran some low income housing two blocks from my house, but then sold it off due to budget constraints, but within five years, the city buys a useless commercial property on University Ave. Even when we think there might be some progressive housing choices, we might not be getting the full outcome we were hoping for.

<https://sfbayview.com/2013/06/berkeley-housing-authority-is-crushed-by-sequestration-budget-cuts/>

I will not view local long time white residents around the North Berkeley BART station as “the enemy” in the housing crisis. My family has been here for generations. It is likely that a bunch of these older home-owner neighbors went to school with my mom, or were parents of my classmates at Berkeley High School. These people who are residents of their only house, are not detrimental to the housing crisis in the same way that real estate speculators are (though it is hard to know which neighbors might have professional ties to real estate investment interests). People and corporations who buy and flip houses and are trying to extract wealth from ownership in this neighborhood, aren't concerned with neighborhood architectural “character”. Maybe for recent arrivals to Berkeley, these long-time neighbors seem like faceless nay-sayers, but any long time neighbors immediately around North Berkeley BART know that this is not a historically white exclusive advantaged neighborhood, so if they don't like the idea of a tall development, it is not coming from trying to maintain white affluence. I suspect if I became a tenant in an ADU in the backyard of one of these neighbors, they would be far more willing to work with me personally on negotiating on rent if I fell on hard times (Doing some work exchange? Develop a payment plan? Provide a personal connection to finding new employment?), compared with some large faceless corporate real estate investment company. Creating more housing that is controlled by corporations outside of the community only fixes one small piece of the housing crisis: numbers of units; while at the same time perpetuating many other far more entrenched housing problems, and even strengthening some of the sources of the housing crisis. Trying to place blame on so-called “NIMBY”s around the North Berkeley BART station deflects housing-crisis blame from where it should be focused. While it might be true that some anti-development groups (try places like Piedmont) might be trying to exclude low income people of color in blocking development, it could be just as likely that neighbors who support of upzoning and new development in these historically disadvantaged neighborhoods are trying to accelerate gentrification, and trying to increase their own property's value, or trying to push poorer neighbors of color out more quickly.

There are many complex reasons that I am a skeptic about motives of developers, and not an avid supporter of purely “number of units” as being the sole metric for what makes a development beneficial for the community. The housing crisis, its origins, and solutions are so much more complex. There are many deeply

ingrained problems in our current form of housing creation, how public policy is shaped, who is making it, and why. Therefore, I ask you all on the CAG, to take time to take your own time to learn more diverse viewpoints about these problems.

I want this CAG process to be truly community driven, and community focused. I got involved because I want the developments and housing that we get from building on our BART stations to truly benefit the community, far beyond just generating numbers of units. I am leaving out so much more on the housing and social justice discussion, but I realize that creating zoning for two BART stations, which is the priority pushing the deadline for this process, is not going to fix generations of problematic racist urban design policies and financial practices. But I am hoping that community involvement will create something far more supportive for the whole community than a top-down approach of career policy makers and developers. I am hoping that since many people involved in the BART station planning process are in the urban planning and development industry, that they will read my links below and be able to understand the complicity their industry has in perpetuating historically racist policy and practices, and hopefully work on improving awareness and opening discussions on positive change.

Timeline of racist housing practices, which includes many links/references for further study:

<https://www.shareable.net/timeline-of-100-years-of-racist-housing-policy-that-created-a-separate-and-unequal-america/>

<https://www.shareable.net/how-racism-shaped-the-housing-crisis-what-we-can-do-about-it/>

We've been redlined into the worst parts of cities, including near train tracks, which are often now regional transit lines. BART in cities was initially placed almost entirely along the red and yellow zoned underprivileged communities. Most bus riders are poor and minority residents, keeping most active bus lines in those communities. Many white and wealthy neighborhoods historically and currently exclude public transit. "Transit Oriented Development" in California has just been coded language for turning over vast land parcels in poor minority communities to large corporate developers. When housing and urban planning policies are being pushed forward which will open neighborhoods like West Oakland or Fruitvale, or SF's Mission or Bayview to large developers, far more than in places like Danville, Piedmont, or Los Gatos; or wide swaths of suburbs of Pleasanton or Fairfield; then it takes willful denial to act like it isn't perpetuating racist policies, whether intentional or not.

https://www.crenshawsubway.org/sb_827_must_be_stopped_to_protect_south_la

There have not yet been adequate policies in place to prevent the negative racial repercussions of the TOD plans repeatedly put forward in California. TOD could possibly be positive development, but not before proper precautions are made, which will probably be complex and slow to develop. Be wary of claims of "urgency"; that we must very quickly push through policies: that is a way for developers to jump ahead of communities being able to create anti-displacement or other equity policies. Remember: nearly all developers are in the business of building wealth, not communities.

Change begins with us recognizing our own complicity.

<http://mzstrategies.com/blog/coming-to-racial-terms-with-trickle-down-urbanism-a-personal-tod-journey-part-i>
<http://mzstrategies.com/blog/part-2-coming-to-racial-terms-with-trickle-down-urbanism-a-personal-tod-journey>

Developer (or YIMBY) framing of discussion of housing production has convinced people that the housing crisis is because of "NIMBY racist single family zoning", so that you won't acknowledge and fight the other factors generating and perpetuating the housing crisis. Handing out land in historically redlined neighborhoods to large developers, under the guise of fighting "racist single family zoning", is just feeding the victims to the wolves.

<https://berkeleyplanningjournal.com/volume-29/2018/the-racial-contours-of-yimbynimby-bay-area-gentrification>
<https://direct.mit.edu/books/book/4195/Transit-Oriented-Displacement-or-Community>

Housing used for profit-generation is possibly the largest part of the housing crisis, not just single family zoning.

<https://www.eastbayexpress.com/oakland/whos-jacking-up-housing-prices-in-west-oakland/Content?oid=3726518>

<https://www.nytimes.com/2017/07/21/upshot/when-the-empty-apartment-next-door-is-owned-by-an-oligarch.html>

<https://newrepublic.com/article/144528/gone-baby-gone-wake-housing-crisis-new-breed-real-estate-investor-destroying-america-cities>

Regional Housing Needs Allocation is racist (...so far, but can we change it?)

“The percentage white population in cities was associated with the number of units allocated even after adjusting for city population size, strengthening the case that the region's less racially diverse cities are not being allocated their fair share of moderate and lower income housing.”

https://belonging.berkeley.edu/sites/default/files/haasinstitute_unfairshares_rhnabayarea_publish.pdf

https://turnercenter.berkeley.edu/wp-content/uploads/2020/12/A.Osterberg_APA_Best_Practices_for_Allocating_and_Evaluating_RHNA_.pdf

https://turnercenter.berkeley.edu/wp-content/uploads/2020/12/A.Osterberg_APA_Best_Practices_for_Allocating_and_Evaluating_RHNA_.pdf

Discussions on possible solutions; just a tip of the iceberg.

<https://shelterforce.org/2019/06/21/investment-without-displacement-from-slogan-to-strategy/>

https://homesforall.org/wp-content/uploads/2018/03/Communities-Over-Commodities_Full-Report.pdf

<https://knock-la.com/we-must-demand-better-than-privatized-affordable-housing-c62ff0f73cf8>

The website [shareable.net](https://www.shareable.net) has extensive reading on urban planning/housing and racism/equity.

<https://www.shareable.net/cities-at-turning-point-will-upzoning-ease-housing-inequalities-or-build-on-zonings-racist-legacy/>

Horner, Justin

From: ljwoodw@yahoo.com
Sent: Wednesday, January 27, 2021 12:50 PM
To: bartplanning
Subject: Build big at BART

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Good afternoon,

Just wanted to write in about the station planning processes at North Berkeley and Ashby.

North Berkeley is my nearest BART station and I support building BIG. It would be a horrible shame to take some of the most valuable real estate in the East Bay and squander it on low-rise buildings like the Ed Roberts Campus. Please don't make that mistake again. Buildings on BART property should be ten stories tall.

I do not particularly care about increasing parks and open space. If they are convenient to include because of restrictions on building over the tunnels, fine, but we should absolutely prioritize it over housing. Also please do not get hung up on the percent of housing that is affordable. Housing is unaffordable because we have so little of it. Grow the market by building big. I question the sincerity of anyone demanding unrealistic affordable housing percentages when doing so would reduce the total number of affordable units.

Likewise, please do not get hung up on "aesthetics." Beauty is in the eye of the beholder, and if naysayers really cared about aesthetics (and weren't just opposed to building anything anywhere), they would be recommending designs that provide the same number of units with different styles, but somehow all of their "aesthetic" preferences are for buildings at a smaller scale, or not at all...

My comments would all be the same for Ashby but it's not my BART station so I have less standing there.

Lucas Woodward
948 Channing Way

Horner, Justin

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Tuesday, January 26, 2021 4:54 PM
To: All Council
Cc: bartplanning
Subject: I would like your help to stop Systemic Racism in Progressive Housing and Urban Planning policies

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

Dear Jesse, Rashi, and other council members,

As I had naively once thought that a development at the North Berkeley BART station could be an opportunity for community building, rather than just yet more developer wealth extraction, I have been closely following the CAG meetings to create Berkeley's zoning guidelines for the developments as Ashby and North Berkeley BART stations.

An incident at one of the December meetings has made it distinctly clear to me that there is a severe, widespread, lack of understanding of how systemic racism in urban planning and development persists in progressive housing agendas. One of the CAG members, Barnali Ghosh, who is South Asian, while very versed in history and aware of historic racism, assumed that the neighborhood around North Berkeley BART was historically white and privileged. Even though she knows conceptually what redlining is, she was unable to make the very simple connection that when BART eminent domained homes to lay tracks in the 1970s, there is no way that such urban planning would have bulldozed homes of white privileged families, when it could bulldoze homes of redlined minorities and poorer classes of people in the name of progress. For victims of racist policy such as my own family, it is just understood that this is just the status quo of urban planning: "progress" means harming minority communities for corporate profit.

You can clearly see that the entire strip of what is now Ohlone Park along Hearst was historically a "red" zone. Interactive HOLC map overlay on google maps:

<https://www.google.com/maps/d/u/0/viewer?mid=1ghODkIReZMcuUNI2B6qPr9DBthI&ll=37.809677982847994%2C-122.2247035&z=11>

[Pulled from: <https://www.kqed.org/lowdown/18486/redlining>]

I am reaching out to you directly, because I feel that the CAG has basically swept my concerns under the rug, and thinks that a personal apology from Barnali about my personal family history absolves them from addressing the much bigger issues. I feel like it is a dead end to try to continue trying to address the CAG on these problems. From what I have seen so far, I have little faith in that process, especially since so many people involved are in the industry of development and urban planning, including Barnali who flatly denied my assertion that Transit Oriented Development is racist and wouldn't even listen to my reasons. Even racially conscious people have a hard time understanding how urban planning has perpetuated systemic racism. I hope you will help me change that, by taking time to comprehensively read, think over, and share, the articles below. As Berkeley will continue to have increasingly dense developments in the future, my hope is that council members, and more of the entire community, will be able to face it with better knowledge of systemic racism, so that we can focus discussions on reasonable safeguards against it, without letting developers lead and control the discussions.

The rampant misperceptions of developers' roles in the housing crisis and housing inequity problems will ultimately lead to exacerbating the problems. I am urging you, the mayor and council members, if you have been supporting progressive housing policy, to do your part in working to eradicate systemic racism by reading

and contemplating the articles below, and resources linked through them. Please approach urban planning with circumspection and do not impulsively give in to the loud voices of pro-housing residents, who themselves are either ignorant of, or complicit in, the inherent racism of standard progressive housing politics. Please educate yourself on the complex historic racist practices, and how it now hides within new, supposedly color-blind, progressive policy, such as Transit Oriented Development (TOD), Regional Housing Needs Allocation (RHNA), upzoning or other trickle-down-housing practices.

Racist urban planning is usually thought of as something done and over-with in the past, but it still persists in the policies of “progressives” under the guise of alleviating the “housing crisis”. The narrative that real estate investment companies and developers have spun about being the only saviors to the housing crisis is so ingrained into progressive views by now, that trying to correct people, even racially conscious non-whites, has felt nearly impossible. Developers play a substantial role in shaping urban design and economies, and they are accountable to their investors, not to the communities where they build.

I am willing to continue some personal conversations on this if you need, and could welcome discussions about what alternative positive changes might look like. However at this point, I have lost sleep and had little peace of mind for over a month, and I find myself worn out by ramming my head against the hard wall of well-financed rehearsed speeches by people who think their education (from the historically and still predominantly white+male design and urban planning industry) excuses them from self-reflection. As I have not chosen a profession in history of racism and urban planning, nor am I a professional activist, I would prefer to be able to get back to my dull quiet life as an artist, rather than spending more soul-crushing time trying to convince people that systemic racism is real: it's time for others to do their own homework.

Please feel free to share my concerns and the article-links widely. We must all work hard if we are to eradicate systemic racism. I think our best hope for changing racist urban planning practices would be to seek policy changes at a state level (and eventually Federal), but change starts within ourselves and at home.

Thank you,
Aimee

Timeline of racist housing practices, which includes many links/references for further study:

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<https://www.shareable.net/how-racism-shaped-the-housing-crisis-what-we-can-do-about-it/>

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<https://www.crenshawsubway.org/sb-827-must-be-stopped-to-protect-south-la>

There have not yet been adequate policies in place to prevent the negative racial repercussions of the TOD plans repeatedly put forward in California. TOD could possibly be positive development, but not before proper precautions are made, which will probably be complex and slow to develop. Be wary of claims of “urgency”; that we must very quickly push through policies: that is a way for developers to jump ahead of communities being able to create anti-displacement or other equity policies. Remember: nearly all developers are in the business of building wealth, not building communities.

Change begins with us recognizing our own complicity.

<http://mzstrategies.com/blog/coming-to-racial-terms-with-trickle-down-urbanism-a-personal-tod-journey-part-i>
<http://mzstrategies.com/blog/part-2-coming-to-racial-terms-with-trickle-down-urbanism-a-personal-tod-journey>

Developer (or YIMBY) framing of discussion of housing production has convinced people that the housing crisis is because of “NIMBY racist single family zoning”, so that you won’t acknowledge and fight the other factors generating and perpetuating the housing crisis. Handing out land in historically redlined neighborhoods to large developers, under the guise of fighting “racist single family zoning”, is just feeding the victims to the wolves.

<https://berkeleyplanningjournal.com/volume-29/2018/the-racial-contours-of-yimbynimby-bay-area-gentrification>
<https://direct.mit.edu/books/book/4195/Transit-Oriented-Displacement-or-Community>

Housing used for profit-generation is possibly the largest part of the housing crisis, not just single family zoning.

<https://www.eastbayexpress.com/oakland/whos-jacking-up-housing-prices-in-west-oakland/Content?oid=3726518>

<https://www.nytimes.com/2017/07/21/upshot/when-the-empty-apartment-next-door-is-owned-by-an-oligarch.html>

<https://newrepublic.com/article/144528/gone-baby-gone-wake-housing-crisis-new-breed-real-estate-investor-destroying-america-cities>

Regional Housing Needs Allocation is racist (...so far, but can we change it?)

“The percentage white population in cities was associated with the number of units allocated even after adjusting for city population size, strengthening the case that the region’s less racially diverse cities are not being allocated their fair share of moderate and lower income housing.”

https://belonging.berkeley.edu/sites/default/files/haasinstitute_unfairshares_rhnabayarea_publish.pdf

[https://turnercenter.berkeley.edu/wp-](https://turnercenter.berkeley.edu/wp-content/uploads/2020/12/A.Osterberg_APA_Best_Practices_for_Allocating_and_Evaluating_RHNA_.pdf)

[content/uploads/2020/12/A.Osterberg APA Best Practices for Allocating and Evaluating RHNA .pdf](https://turnercenter.berkeley.edu/wp-content/uploads/2020/12/A.Osterberg_APA_Best_Practices_for_Allocating_and_Evaluating_RHNA_.pdf)

Discussions on possible solutions; just a tip of the iceberg.

<https://shelterforce.org/2019/06/21/investment-without-displacement-from-slogan-to-strategy/>

https://homesforall.org/wp-content/uploads/2018/03/Communities-Over-Commodities_Full-Report.pdf

<https://knock-la.com/we-must-demand-better-than-privatized-affordable-housing-c62ff0f73cf8>

The website www.shareable.net has extensive reading on urban planning/housing and racism/equity.

<https://www.shareable.net/cities-at-turning-point-will-upzoning-ease-housing-inequalities-or-build-on-zonings-racist-legacy/>

Horner, Justin

From: george mccord <grmccord@hotmail.com>
Sent: Thursday, January 21, 2021 11:52 AM
To: bartplanning
Subject: Bart ashby development

WARNING: This email originated outside of City of Berkeley.
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I am an old time resident of Berkeley & I fear that the old buildings surrounding the new bart development will not fare well. These are the oldest commercial buildings in Berkeley and contribute great charm to the area, especially when I travel up Ashby Avenue.

One would guess that the blight of progress will destroy what is left of our past unless their charm is recognized. A great area to for a walkabout.. Two old movie theaters are still extant in the area, and the way the structures sort of fold into the landscape should be protected and left as they are.

George McCord

Horner, Justin

From: North Berkeley Now! <northberkeleynow@gmail.com>
Sent: Thursday, January 14, 2021 10:20 PM
To: bartplanning
Subject: CAG vision comments
Attachments: NBNow CAG vision & priorities letter.pdf

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Here's North Berkeley Now!'s comments on the draft CAG Vision & Priorities re: Affordable Housing & Public space.

Thank you for your work on this, looking forward to more!

North Berkeley Now!

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January 14, 2021

Please find below North Berkeley Now!'s comments on the [Draft Vision & Priorities Document](#), affordable housing and public space sections.

Affordable Housing vision

"New housing at a variety of income levels" is a great way to kick this off. The definition of "affordable" is relative and if we want a variety of new neighbors in North Berkeley, the new housing needs to be affordable to a variety of incomes.

We agree 100% with *"New housing must also be created quickly."* We can't wait over 10 years to meet our new neighbors.

Affordable Housing shared priorities

Regarding *"Market rate development should contribute to community benefits and amenities,"* we would add that any requested community benefits be clearly communicated before selecting a developer, so they have more predictable expenses and the project can move forward smoothly. We want this to succeed, and moving goal posts or loading up more benefits than is feasible is not the way to do it.

Regarding *"The selected developers must have a demonstrated commitment to producing affordable housing..."* It is not good enough to show a commitment, they must have a feasible plan.

We love the words *"visionary, equitable, and sustainable"* but the wording should be tweaked to be clear that these are truly visionary, equitable, and sustainable developments at **both** North Berkeley and Ashby, because both stations deserve it.

Affordable Housing priorities for North Berkeley

Make Ashby's *"Strive to select a nonprofit master developer or a partnership between a private developer and one or more community-based organizations who have experience showing accountability towards equity goals in the City of Berkeley."* a shared priority for both stations.

Instead of *"Affordable units may be clustered into one or more 100% affordable housing projects but must be designed in a way that integrates with the larger project and shares the same design standards, quality, and amenities."* we suggest the following wording: "100% affordable and market rate housing developments will be held to the same design standards but allow for a variety of amenities to be proposed for each development." Also, we don't see a reason why this can't be a priority at both stations in order to ensure truly mixed income developments.

"There must be at least 225 deed-restricted affordable units." While it's smart to have a minimum, we will note that 225 is 35% of ~650 when there is more than enough room for 1000 homes. If there must be a minimum, make it 300 or just revise to say that maximizing the *number* of affordable units is preferred.

Public and Civic Space priorities for North Berkeley

"The development should include a protected bikeway that connects the disjointed ends of the Ohlone Greenway to each other and to BART." Yes and the word "disjointed" is absolutely correct. We love our neighborhood but the current conditions are not smooth or safe.

Instead of *"Public space should provide opportunities for both active and passive public use"* how about making it more specific, like "places for residents new and old to enjoy more options to be together or alone in healthy outdoor spaces."

"Beyond the greenway connection, additional public open space should be limited in order to prioritize other community benefits." Our top priorities are maximizing new housing and enhancing the Greenway and public open spaces, not "other community benefits."

Even though these are not mentioned in this draft, we wanted to give our thoughts on the following topics:

Land Use

- If there's to be retail or commercial spaces at North Berkeley BART, they should be the kind of spaces that one does not feel they need to drive to. For example, a grocery store or hardware store would bring more cars into the neighborhood and that is not the best use of our streets. Non-residential commercial space should be allowed, but not required.

Building Form

- North Berkeley Now! favors minimal restrictions to height, setbacks, lot coverage etc, to ensure that the project actually comes to fruition.
- We know that more height means more neighbors, so that sounds good to us.
- We acknowledge that there are many ways to make buildings seem less bulky and less tall-looking but we see the opportunity to create significantly more homes here as more important for the long-term economic and cultural vitality and diversity of our community. Design hours are best spent making sure it's a successful project that maximizes its potential, not in creating some optical illusion.

Station Access and Parking Management

- Station access should prioritize alternatives to driving alone and parking.
- If there's resident parking, it should be unbundled from rent to the extent allowed for affordable housing.
- Commuters should pay market rates for parking.
- The more parking there is, the less housing there could be. Prioritize housing.

Thank you for your time, and we look forward to providing more comments on future drafts.

North Berkeley Now!

Horner, Justin

From: Elisabeth Watson <elisabeth.a.watson@gmail.com>
Sent: Tuesday, January 12, 2021 6:36 PM
To: bartplanning; Elisabeth Watson
Subject: Comments on Preliminary Draft of the Joint Vision and Priorities Statements

WARNING: This email originated outside of City of Berkeley.

DO NOT CLICK ON links or attachments unless you trust the sender and know the content is safe.

BART TOD Planning Team,

Thank you for working through our many comments and exercises and producing a draft of the Vision and Priorities Statement. As a CAG member and participant in these meetings and community office hours, I would like to add some additional points for consideration and inclusion.

The affordable housing %age of the overall projects is higher at Ashby than at North Berkeley. I don't recall making that distinction and I can't think of a reason for why that would be the case. Also, I believe the minimum number of affordable housing units is aspirational and is not based on any calculation of feasible development costs.

The document refers to developing housing as quickly as possible. Inherent in that goal is that the development be economically feasible. We spend a session discussing economic feasibility, alternative sources to traditional development and funding, and the need for the projects to "pencil out" so that they may actually get built. We should be overt in our recognition of financial practicality and its link to actual development in a timely basis.

This document ignores the potentially conflicting priorities of maximum development, architectural interest, and integrity with the existing neighborhood. While the discussion of Ashby BART recognizes the flea market and the proximity to the Ed Robertson Center, both of which are essential resources and an integral part of the local community, the discussion of the North Berkeley development is silent on addressing the concerns of the neighbors and the character of the neighborhood. While I subscribe to the belief that being an existing resident is not a condition for determining the ultimate character of the neighborhood, ignoring the immediate neighbors concerns will potentially put an obstructionist plan in motion that could delay construction and potentially impact the neighborhood experience for new residents.

We also discussed the priority that the architecture should be welcoming and not reminiscent of historical publicly developed projects that maximize the number of units at the expense of livability. Livability for various family structures and living situations needs to be a priority. The priority of livability should extend to the surrounding neighborhoods.

This document references encouraging and enabling transit use and its impact on emissions and climate change, but does not address the need for BART access from the broader community. We will not meet our climate goals if we merely displace existing riders and force the broader community into commuting options that increase our climate impact. In order to reduce our carbon footprint, BART must be part of an integrated, region wide system that is coordinated to meet transportation needs and climate change goals. If the stations access restrictions make the stations effectively accessible only its immediate neighbors and those who are able to walk and cycle to the station, the pool of ridership will be limited and the climate impact could actually worsen.

We have discussed the possible need to include services and commercial space in order to create communities that support existing and new residents. This need should be offset by the need to maximize housing and to support existing neighborhood services, but if we are to realize our goals of getting people out of our cars, we need to recognize that commuters need to do more than just go to and from work.

My points reflect tradeoffs among the priorities we have discussed. It's important to be visionary and to lay out what we would most like to see. We need the vision that this document begins to present. But we must also recognize that there will be trade offs and define strategies for evaluating and weighing those priorities. We will have to make choices and we need to think about how we will do that.

Thank you for your consideration of the points I've raised and for your hard work on this project.

Elisabeth Watson
BART CAG Member

[a.link](#){margin:0;padding:0;border:none;text-decoration:none;}

Elisabeth Watson

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