

Supplemental Communications (1)

From: Alnas-Benson, Tiana
To: epanzer@cityofberkeley.info
Cc: [Lapira, Katrina](#); [Shen, Alisa](#); [Pearson, Alene](#)
Subject: Comments on the PC Packet from Eric Panzer
Date: Wednesday, October 27, 2021 7:22:27 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Eric,

Thank you for your attention to details. I'll forward your email to the Planners who are working on these documents.

Sincerely,
Tiana

From: Panzer, Eric
Sent: Wednesday, October 27, 2021 5:09 PM
To: Alnas-Benson, Tiana <TAlnas-Benson@cityofberkeley.info>
Subject: RE:

Hello Tiana,

Thanks for sending this along! Just wanted to give a heads up that in the agenda and the attachment, there are a couple of instances (including the item/attachment titles) where it says "Join Vision" instead of "Joint Vision" for the BART zoning item.

Additionally, on PDF page 13 for the BART zoning item there is an error where the figure title includes the text "ERROR! NO TEXT OF SPECIFIED STYLE IN DOCUMENT" Similar errors with respect to figures and tables appear to repeat throughout the document.

I still need to read the docs more closely, but I'll let you know if I come across anything else.

Best,
Eric

Eric Panzer
Legislative Assistant to Vice Mayor Lori Droste
Pronouns: He/Him
Office: 510.981.7180
Mobile: 510.508.7033
erpanzer@cityofberkeley.info

From: Alnas-Benson, Tiana <TAlnas-Benson@cityofberkeley.info>
Sent: Wednesday, October 27, 2021 3:02 PM
Subject:

Good Afternoon,

The agenda and related materials for the November 3, 2021 Planning Commission Meeting are available

online. You may access the information by clicking on the link below or by copying and pasting it into your browser: https://www.cityofberkeley.info/uploadedFiles/Planning_and_Development/Level_3_-_Commissions/Commission_for_Planning/2021-11-03%20PC%20Agenda_linked.pdf.

Previous agendas and content are on the Planning Commission webpage linked here:
https://www.cityofberkeley.info/Clerk/Commissions/Commissions__Planning_Commission_Homepage.aspx.

Respectfully,
Tiana

K. Tiana Alnas-Benson, OSII (*she/her/hers*)

Email: talnas-benson@cityofberkeley.info

PLANNING AND DEVELOPMENT, LAND USE DIVISION

1947 Center Street, 2nd Floor, Berkeley, CA 94704

Website: www.cityofberkeley.info

From: [Pearson, Alene](#)
To: [Shen, Alisa](#); [Lapira, Katrina](#)
Subject: FW: building at the North Berkeley and Ashby Bart stations
Date: Thursday, October 28, 2021 10:05:05 AM

From: Sabina McMurtry <sabinamcmurtry@yahoo.com>
Sent: Thursday, October 28, 2021 10:02 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: building at the North Berkeley and Ashby Bart stations

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

To Planning Commissioners:

I strongly support the city staff's proposal to use the minimum requirements for building as maximum requirements. We need more affordable housing without unnecessary density and workarounds that benefit developers instead of Berkeley citizens.

Sabina McMurtry

From: [Pearson, Alene](#)
To: [Lapira, Katrina](#); [Shen, Alisa](#)
Subject: FW: Zoning for North Berkeley BART
Date: Thursday, October 28, 2021 10:04:55 AM

From: Jason Warriner <jason.jaywar@gmail.com>
Sent: Thursday, October 28, 2021 9:55 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: Zoning for North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

As someone who will be directly affected by the North Berkeley BART development, I humbly request the following zoning rules:

- 1) *Zone the required minimums as maximums, as recommended by staff on September 1:*
 - *Maximum 7 stories*
 - *Maximum 4.2 floor-area ratio*
 - *Maximum 75 units per acre*
- 2) *In the Joint Visions and Priorities documents, prioritize affordability and neighborhood context.*
- 3) *Affordable housing built with city funds must not be leveraged by private developers toward a density bonus. Public funds for the public good!*

This will be a permanent change to our neighborhood and to Berkeley as a whole. I hope that the need to add more housing to an existing neighborhood of single family homes can be harmonized by limiting the size of the development so that the effects are positive for all stake holders.

Thank you for your consideration.

Jason

Shen, Alisa

Subject: FW: Comments on draft zoning and Joint Visions and Priorities documents

From: North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>

Sent: Friday, October 29, 2021 3:31 PM

To: Berkeley Mayor's Office <mayor@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Pearson, Alene <apearson@cityofberkeley.info>

Subject: Comments on draft zoning and Joint Visions and Priorities documents

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

The following are recommended revisions and comments submitted for the record regarding the Joint Vision and Zoning drafts presented recently at the June 2021 CAG 7 meeting.

Affordable Housing (1 revision)

CURRENT: "New housing at a variety of income levels at both the Ashby and North Berkeley BART Stations will address the City's housing crisis, stem the displacement of residents—especially of the African American community in Berkeley—and support more equitable access to housing for lower-income families and individuals. New housing must also be created quickly to reflect the urgency of the climate crisis, capturing the inherent environmental benefits of walkable, transit-oriented housing in Berkeley's most transit-rich areas. North Berkeley and Ashby will provide a new model for delivering affordable housing in neighborhoods that are rich in infrastructure and strategically located to make regional transit, economic opportunity, and community amenities more broadly and equitably accessible."

REVISION: New housing at the Ashby and North Berkeley BART Stations should be 100 percent affordable, to meet the City's below-market family and individual needs, stem the displacement of residents—especially of the African American community in Berkeley—and support more equitable access to housing for lower-income families and individuals.. While the time required to achieve this may be long and substantial additional funding will certainly be needed, these two sites are the only large public land opportunities and offer the most effective use of the City's affordable housing funds. North Berkeley and Ashby will provide a new model for delivering affordable housing in neighborhoods that are rich in infrastructure and strategically located to make regional transit, economic opportunity, and community amenities more broadly and equitably accessible.

Comment: The need for housing affordable to those with below-market means dwarfs any other rationale for these housing projects. There are many sites in Berkeley for market rate housing, and no other publicly owned lands that can play such a powerful role in meeting affordable housing needs. BART's artificial deadlines and faulty rationales for ridership and lease income should not overrule the driving need for 100 percent affordable housing at these stations as the dominant vision in this document.

Shared Priorities (2 revisions):

CURRENT: "A. Housing Priorities. Maximize the number of new homes, and especially permanently affordable, deed-restricted homes. We anticipate a range of 550-1200 units at each station with a variety of unit sizes."

REVISION: A. Housing Priorities. Ensure that all development at these stations meets Berkeley's affordable housing needs. We anticipate a range of 550-1200 units at Ashby station and a range of 400-600 at North Berkeley with a variety of unit sizes.

Comment: The community at Ashby should guide any unit size ranges, my comments apply to North Berkeley. 4-600 units at North Berkeley best accords with the most cost-efficient building means for affordability, and meets the critical goal of integrating into the surrounding neighborhood.

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

REVISION: B. Urgency. Deliver affordable housing in whatever time frame is required to achieve 100 percent affordability, to meet the core of the City's housing crisis, and to ensure highest transit use which thereby supports climate goals more effectively.

Comment: Affordable housing will take time, but it is THE need for the City of Berkeley; transit ridership is higher for affordable units than for market rate, meaning more effectiveness in reducing emissions, particularly when construction methods for large market rate structures are taken into account.

Building Form (2 revisions):

Vision

CURRENT: A. Height Variation. AB 2923 does not permit the City's zoning controls to restrict building height below seven stories on the station sites. The City and BART will support variations in building height and form at both stations. It is anticipated that some buildings and some portions of buildings will be shorter than the maximum height in keeping with good urban design practice."

REVISE TO: A. Height Variation. While AB 2923 does not permit the City's zoning controls to restrict building height below seven stories on the station sites, nothing prevents development projects from proposing other heights. The City and BART will support variations in building height and form at both stations. It is anticipated that all or part of some or many buildings will be shorter than the maximum height in keeping with good urban design practice, best approach to affordability and meeting the goals for neighborhood context, below.

CURRENT: "B. Context. Building design should consider the scale and character of the surrounding built environment. "

REVISION - Add the following at the beginning of this section: For North Berkeley, enhance the livability of the neighborhood surrounding the North Berkeley BART station. The site should create a visual and physical connection with the neighborhood through its architectural design and scale. In particular, we seek a development that steps down in height around the perimeter of the station in order to blend in visually and physically with the residential neighborhoods surrounding the station; such a design honors a common theme of many of the designs submitted as part of the October 2018 visioning event.

Comment: This specific formulation was advanced by Councilmember Kesarwani as the best approach to meeting various views on station planning, enabling a unanimous vote by Council to adopt the Goals and Objectives in May 2019 - it should be retained verbatim in the new Joint Vision document.

Priorities for North Berkeley

REVISION: At the beginning of this section, insert the following paragraph:

To enhance the livability of the neighborhood surrounding the North Berkeley BART station development should create a visual and physical connection with the neighborhood through its architectural design and scale, stepping down in height around the perimeter of the station in order to blend in visually and physically with the residential neighborhoods surrounding the station

Comment: This reiterates the guidance noted above.

2) Draft Zoning Document

General: Zone the site as recommended by Berkeley Planning staff on September 1st: 7-story maximum, 4.2 floor area ratio maximum, 75 units per acre maximum.

a) TABLE 23.202.150-2: R-BMU DEVELOPMENT STANDARDS

REVISION: set residential density to: "Maximum" (75 units per acre)

Comment: The three zoning standards mandated by AB 2923 (density, height, FAR) provide conflicting baselines, particularly FAR and height. Minimum 4.2 FAR is equal to over a million square feet of development, very likely equal to having three MacArthur towers (400 units each) at North Berkeley; a 7 story minimum height across the entire developable site would likely yield 800 units; 75 units per acre yields approximately 400 units.

Because these three standards conflict in various ways; and because there is universal agreement that the proposed project does not have to be consistent with these factors, and because the City has almost no negotiating leverage with BART over the final project design (other than what it gets from its commitment of affordable housing funding), providing maximums for density and height creates a stronger negotiating position. To be clear: there is nothing about the 2923 provisions that makes any sense as a definite planning standard and absolutely nothing in AB 2923 that mandates any one of them has priority over any other two, continuing the illogic with a density maximum is a completely reasonable thing to do, given the realities of this perverse situation. An actual project could well be in the 90-100 unit per acre range, and also be 4-5 stories in height, lower at the edges. That the zoning is divorced from a project reality is the result of AB 2923, not any laws of planning.

b) D. R-BART Mixed Use District Master Development Plan (MDP)

REVISION: Address the critical but so-far ignored vested right provision in AB 2923 - conduct further legal and planning analysis before adopting the zoning ordinance to understand and then ensure that this provision does not lead to out of control development. Define how density bonuses and streamlining provisions will affect the overall project size, in general and in relation to the vested right provision.

Comment:

AB 2923, Section 29010.10. (a) When the district enters into an exclusive negotiating agreement with a developer for the development of an eligible TOD project, that agreement shall confer a vested right to proceed with development in substantial compliance with the provisions of Sections 29010.6, 29010.7, 29010.8, and 29010.9.

This section comprises all of the City's development processes proposed in the draft Zoning Ordinance. With development rights vesting prior to any proposed project design (at the negotiating agreement phase!), a developer will have the compensable right to insist on 4.2 FAR and 7 stories across the entire site, and there is nothing BART or the City can do to block that compensable claim. This is an absurd and outrageous provision; the City should conduct a full legal and planning analysis of how it can maintain control of this process, given this provision, BEFORE taking any further steps toward zoning.

More generally, the ordinance draft fails to clearly outline how density bonus provisions and streamlining will be handled, particularly in light of the vested right provision.

3) General Comments

a) The City of Berkeley needs a full, official City Attorney analysis of the City's options in regard to AB 2923 and BART's planning guidance documents, particularly in terms of achieving the Council's stated goal of contextual development at North Berkeley station. The May 2021 assessment from the City Attorney's office provided by Councilmember Kesarwani to the North Berkeley Neighborhood Alliance (and sent by them to City staff) is completely inadequate as a legal opinion and contains numerous flaws of interpretation of AB 2923.

b) The failure to conduct clear analysis of the pros and cons of two, specific development alternatives at the two stations is a profound flaw in the overall planning process to date. At North Berkeley, there are two (and possibly three) specific development projects that could have been carefully evaluated as whole choices and compared to one another in order to determine which offered the most effective approach for meeting goals for these stations - a 4-500 unit, a 800 unit and if needed a 1200 unit project. Instead, the CAG process debated abstractly about what kind of project would result and never saw a head to head comparison of what it would mean to build these alternatives. This was well within reach of the consultants' and staff expertise, and would have allowed all participants to see how a whole choice balanced a wide range of needs. Instead, the process stayed generalized and avoided showing the pitfalls of large projects in particular (as well as the challenges of a small project). The Planning Commission and certainly the Council should insist on such alternatives comparison before adopting any zoning - everyone understands that 2923 compels certain zoning conditions, but everyone also understands (reinforced by staff and consultants) that an actual project could be VERY different than the zoning. Yet assessment of the real choice - the project nature - was hidden in favor of non-specific analysis of individual components of development.

c) Affordability mandate - the City's new RHNA allocation is 9,000 units, of which 5500 are to meet below-market needs. Approximately 600 below market units can be secured through developer set-asides of the 3500 market rate units in the RHNA goal. That leaves just under 5,000 below market units - units which cannot be zoned for, by definition - and for which subsidy is required. How much subsidy? The City's consultants identified \$200,000 per unit as the City funds required for low/very low affordable projects. Using a figure of just half this - \$100,000, considering more moderate income housing as well as low - yields an investment required of \$500,000,000 to actually produce the number of affordable units called for in the RHNA figures. Coupled with other City needs, this becomes a gigantic number to provide for - and this is why every single opportunity to most efficiently use critical land resources is essential. There are no better sites than the two BART stations for below market housing - there will never be better sites. This is why 100 percent affordability, no matter how long it takes setting aside other secondary issues, must be the overall goal for these stations.

END

Shen, Alisa

From: Pearson, Alene
Sent: Friday, October 29, 2021 4:26 PM
To: Shen, Alisa; Lapira, Katrina
Subject: FW: Please extend the comment period for draft BART TOD EIR

comment

From: North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>
Sent: Friday, October 29, 2021 3:50 PM
To: Berkeley Mayor's Office <mayor@cityofberkeley.info>; All Council <council@cityofberkeley.info>; Pearson, Alene <apearson@cityofberkeley.info>
Subject: Please extend the comment period for draft BART TOD EIR

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Mayor, City Council members, and Planning Commissioners:

On behalf of the highly interested 300+ households who comprise the North Berkeley Neighborhood Alliance, we'd like to request a longer comment period for the recently released draft of the Environmental Impact Review for zoning our BART stations. The current comment period ends right after the Thanksgiving holiday, and we are doing a close reading of certain technical aspects that we find concerning. We'd appreciate it if you extend the comment period until December 15.

Respectfully,

Larry Orman, Tony Corman, Laura Klein, Gary Dahl, Michael Katz, Vicki Sommer, Sue Martin, Meryl Siegal

On behalf of NBNA

Shen, Alisa

From: Pearson, Alene
Sent: Monday, November 1, 2021 8:18 AM
To: Lapira, Katrina
Cc: Shen, Alisa
Subject: Fw: Ashby Housing

From: Paul <paulbickmore@gmail.com>
Sent: Sunday, October 31, 2021 8:30 PM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: Ashby Housing

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

Allow as much housing as possible without delay! Keep this process moving!

Create a viable development with as many affordable housing units as feasible, and a right to return for displaced residents.

Calm the traffic that has nearly killed me going south on Adeline and reduce the number of lanes on Adeline Street to ensure a safe environment for all.

Zoning should maximize the housing allowed: Allow up to eight stories and up to ninety feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.

Activate Adeline Street with a continuous, pedestrian-friendly building frontage, with lots of doors along the block and a linear park for street vendors and amenities. People walking, rolling, and selling should be prioritized over vehicle access and BART equipment.

Yours truly,

Paul Bickmore

Shen, Alisa

From: Pearson, Alene
Sent: Sunday, October 31, 2021 5:48 PM
To: Lapira, Katrina; Shen, Alisa
Subject: Fw: BART housing development

From: Clarke Teresa <tkclarke2@yahoo.com>
Sent: Sunday, October 31, 2021 5:22 PM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

Thank you for your hard work on the BART station developments.

Please ensure that we build as much housing as possible without delay. Keep this process moving.

1. Create a viable development with as many affordable housing units as feasible, and a right to return for displaced residents;
2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
3. Ensure a permanent home for the Flea Market that allows it to thrive and include affordable ground space for local businesses and non-profits.
4. Zoning should maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Sincerely,
Teresa Clarke
Berkeley Resident

Shen, Alisa

From: Pearson, Alene
Sent: Sunday, October 31, 2021 5:48 PM
To: Lapira, Katrina
Cc: Shen, Alisa
Subject: Fw: BART housing development

From: Aaron Foxworthy <ajfox4@yahoo.com>
Sent: Sunday, October 31, 2021 5:33 PM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

I am writing to express my priorities for Adeline Corridor and Ashby BART development. I live less than a mile away at Dwight and McGee, Ashby is my primary commuter station and I use Adeline every week as a commuter and for shopping on bike and in car. Please ensure that we build as much housing as possible and a human-scale Corridor without delay. Keep this process moving.

1. Create a viable development with as many affordable housing units as feasible;
2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
3. Zoning MUST maximize the housing allowed: Allow up to 8 stories and up to 90 feet. We don't live in Disneyland, we must let our living city evolve with new building forms so that we can meaningfully address our housing and climates crises.
5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Sincerely,

Aaron Foxworthy,
Central/South Berkeley resident

Shen, Alisa

From: Pearson, Alene
Sent: Monday, November 1, 2021 8:18 AM
To: Lapira, Katrina
Cc: Shen, Alisa
Subject: Fw: BART housing development

Pc comm

From: Tyson Miklebost <miklebos@hotmail.com>
Sent: Sunday, October 31, 2021 5:50 PM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

Thank you for your hard work. Please ensure that we build as much housing as possible without delay. Keep this process moving.

1. Create a viable development with as many affordable housing units as feasible, and a right to return for displaced residents;
2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
3. Ensure a permanent home for the Flea Market that allows it to thrive and include affordable ground space for local businesses and non-profits.
4. Zoning should maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Sincerely,

Berkeley Resident

Date: October 31, 2021

From: South Berkeley Now! Steering Committee
To: Planning Commission- Agenda Nov 3rd 2021

RE: Proposed Zoning for Ashby and North Berkeley BART (**RBMU Residential Mixed Use District**)

The proposed zoning standards generally reflect the community priorities developed through the CAG process. We support the CAG process and the MOU with BART and strongly urge the Planning Commission to approve new zoning standards as soon as possible so that we can move forward with transforming these surface parking lots into new homes, including as many affordable homes as feasible. These zoning standards are only one part of the process of creating new transit villages. There are many more steps to come, including developing detailed design standards for each BART station, and selecting a strong development team that is committed to the community vision for our BART stations. Let's keep this process moving!

The August 2021 Draft reflects several of the past comments and recommendations from South Berkeley Now! (SBN) that will encourage a vibrant mix of housing for the future of our city. Thank you to the Planning Staff for including those recommendations. Before finalizing these standards, we request the Planning Commission consider two key adjustments related to the Ashby BART Station zoning, and one adjustment related to both stations:

1. **Increase Allowable height on West Parking Lot:** For Ashby BART we recommend increasing the base height from 7 to 8 stories on the west parking areas to allow the flexibility to take advantage of new construction types and to create more mixed income homes. This portion of the Ashby site is bordered by wide public right of ways on all sides and this one story of additional height would not create shadows on surrounding homes. Allowing more new homes on the West Parking lot will also help pay for other community benefits such as a new permanent home for the Flea Market, traffic calming and lane reductions.
2. **Active Building Frontage on Adeline Street:** We envision Adeline as a two lane street and linear public plaza that could be the heart of our new transit village, and provide a permanent home for the Berkeley Flea Market. To support this goal it is critical that the new development at West Parking Lot Ashby create an active building frontage along the entire length of Adeline. On Page 14 of the draft zoning documents, the diagram leaves the existing driveway on the west side of BART outside the proposed zoning. We recommend that clarifying language be provided in the zoning document to ensure that new buildings at Adeline provide active uses at the same level as the existing Adeline Street, with no gap between public frontage and ground floor uses.
3. **Link Zoning to Community Vision:** The proposed zoning should include a clear linkage to the Joint Vision and Priorities Document that was developed through the CAG process. This will ensure that the community vision developed in the CAG process is clearly recognized as the foundation and reference point for these new zoning regulations

Thank you for your consideration,
The SBN Steering Committee: Teresa Clarke, Ariella Granett, Jon Lau, Matt Lewis, Deborah Matthews, Betsy Thagard, Peter Waller

Shen, Alisa

From: Pearson, Alene
Sent: Monday, November 1, 2021 8:18 AM
To: Lapira, Katrina
Cc: Shen, Alisa
Subject: Fw: 11/3 meeting, Item 9, BART housing development

From: Jonathan Singh <jonathan.c.singh@gmail.com>
Sent: Sunday, October 31, 2021 10:48 PM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: 11/3 meeting, Item 9, BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

Thank you for your service to Berkeley. Please ensure that we build as much housing as possible without delay at both Ashby and North Berkeley. Let's keep this process moving.

1. Create a viable development with the greatest number of affordable housing units possible and a right to return for displaced residents.
2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents. some lane space should be dedicated to bikes and buses instead of cars.
3. Ensure a permanent home for the Flea Market that allows it to thrive and include affordable ground space for local businesses and non-profits.
4. Zoning should maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.
6. Address Berkeley's obligations for its next Housing element update and ensure the greatest number of affordable and market rate homes at BART stations.

Sincerely,

Jonathan Singh

Pearson, Alene

From: Alex Steffen <alexsteffentrip@gmail.com>
Sent: Monday, November 1, 2021 11:33 AM
To: Pearson, Alene
Subject: North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Berkeley Planning Commission,

I am writing to encourage you to maximize housing density and minimize parking at the North Berkeley BART station.

More compact housing will help reduce the housing shortage we face, increase housing fairness, and fight climate change.

Please push the limits, here. This is a rare chance to build a bunch more housing at a time when housing costs are pushing out long-time Berkeley families and even pushing some people on to the streets. Every unit matters.

Thank you
Alex Steffen

--
Alex Steffen
Writer, Speaker, Planetary Futurist
Site - AlexSteffen.com
Twitter - [@AlexSteffen](https://twitter.com/AlexSteffen)
Books - *Worldchanging: A User's Guide for the 21st Century*; *Carbon Zero*
Latest talk - ted.com/talks/alex_steffen.html
Australian bookings - http://www.ovations.com.au/presenter_detail/alex_steffen/58461/1

Pearson, Alene

From: Bhima Sheridan <bhima.sheridan@gmail.com>
Sent: Monday, November 1, 2021 10:41 AM
To: Pearson, Alene
Cc: All Council
Subject: BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

Thank you for your hard work. Please ensure that we build as much housing as possible without delay. Keep this process moving.

1. Create a viable development with as many affordable housing units as feasible, and a right to return for displaced residents;
2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
3. Ensure a permanent home for the Flea Market that allows it to thrive and include affordable ground space for local businesses and non-profits.
4. Zoning should maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Sincerely,

Bhima Sheridan
Berkeley Resident

Shen, Alisa

From: Pearson, Alene
Sent: Monday, November 1, 2021 8:20 AM
To: Lapira, Katrina
Cc: Shen, Alisa
Subject: Fw: BART housing development

From: Christian Bucknell <christianbucknell@gmail.com>
Sent: Monday, November 1, 2021 8:04 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

This is of course a pre-written letter by an organization. However, I've read and agree with all of the points made. Ashby Bart and the surrounding area is one of the most important and feasible sites for high-density, transit-oriented, climate-friendly housing. Let's make sure we don't regret not going big; we won't have a second chance.

Dear Planning Commissioners:

Thank you for your hard work. Please ensure that we build as much housing as possible without delay. Keep this process moving.

1. Create a viable development with as many affordable housing units as feasible, and a right to return for displaced residents;
2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
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5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Sincerely,

Christian Bucknell
1106 Russell St.
Berkeley, CA 94702

Berkeley Resident

Pearson, Alene

From: David Soffa <djsoffa@yahoo.com>
Sent: Monday, November 1, 2021 11:41 AM
To: Pearson, Alene
Cc: All Council
Subject: BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners: Thank you for your hard work. Please ensure that we build as much housing as possible without delay. Keep this process moving. 1. Create a viable development with as many affordable housing units as feasible, and a right to return for displaced residents; 2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents; 3. Ensure a permanent home for the Flea Market that allows it to thrive and include affordable ground space for local businesses and non-profits. 4. Zoning should maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs. 5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment. Sincerely, Berkeley Resident

Pearson, Alene

From: Gary Miguel <garymm@garymm.org>
Sent: Monday, November 1, 2021 9:30 AM
To: Pearson, Alene
Cc: All Council
Subject: BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

Thank you for your hard work. Please ensure that we build as much housing as possible without delay. Keep this process moving.

1. Create a viable development with as many affordable housing units as feasible;
2. Maximize the housing allowed: Tall buildings are OK! Build them big and beautiful.

Sincerely,
Gary Miguel
Resident of Ellis St

Shen, Alisa

From: Pearson, Alene
Sent: Monday, November 1, 2021 8:19 AM
To: Lapira, Katrina
Cc: Shen, Alisa
Subject: Fw: ASHBY BART housing development

From: Ariella Granett <granett.ariella@gmail.com>
Sent: Monday, November 1, 2021 8:00 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: ASHBY BART housing development

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Dear Planning Commissioners:

Thank you for your hard work. Please ensure that we build as much housing as possible without delay. Keep this process moving.

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2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
3. Ensure a permanent home for the Flea Market that allows it to thrive and include affordable ground space for local businesses and non-profits.
4. Zoning should maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Sincerely,
Ariella Granett
District 3 Berkeley Resident

Pearson, Alene

From: Pablo Diaz Gutierrez <ihaveajob@gmail.com>
Sent: Monday, November 1, 2021 10:09 AM
To: Pearson, Alene
Cc: All Council
Subject: BART housing development

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Dear Planning Commissioners:

Thank you for your hard work. Please ensure that we build as much housing as possible without delay. Keep this process moving.

1. Create a viable development with as many affordable housing units as feasible, and a right to return for displaced residents;
2. **Calm traffic** and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
3. Ensure a permanent home for the Flea Market that allows it to thrive and include affordable ground space for local businesses and non-profits.
4. Zoning should maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Regards,
Pablo Diaz-Gutierrez
94703 resident

Shen, Alisa

From: Pearson, Alene
Sent: Monday, November 1, 2021 8:19 AM
To: Lapira, Katrina
Cc: Shen, Alisa
Subject: Fw: BART housing development

From: Jane Scantlebury <jscantlebury@lmi.net>
Sent: Monday, November 1, 2021 6:20 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART housing development

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Dear Planning Commissioners:

Thank you for your hard work. Please ensure that we build as much housing as possible without delay. Keep this process moving.

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4. Zoning should maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
5. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Sincerely,
Jane Scantlebury

As a Berkeley Resident living half a block away from the Ashby BART station, I so look forward to our new neighbors and neighborhood.

Pearson, Alene

From: Clarke Teresa <tkclarke2@yahoo.com>
Sent: Monday, November 1, 2021 12:53 PM
To: Pearson, Alene; All Council
Subject: PC Nov 3rd: Alternative 3 is environmentally superior- Draft Environmental Impact Report-Ashby & North Berkeley BART

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners, Mayor and City Council:

The housing and climate crises are not going away. As a city, we must take **BOLD ACTION NOW** as we plan for the future. The zoning is our plan for the future of BART development and we cannot be timid. There is just too much at stake.

Based on the Draft EIR, the Planning Commission and the City Council must consider the superior environmental alternative #3 as the one to adopt. The public planning process does not always come up with the right answer. It is up to you, our civic leaders, to look past the many self interests in that process and look to the future of our city, region and planet, and make the correct and difficult decision to allow the increased height alternative for both BART stations.

6.4 Alternative 3: Increased Height

6.4.1 Description

The Increased Height Alternative would allow for the development of 12-story buildings on the station sites, whereas the proposed project would allow for buildings up to seven stories tall. Increasing the maximum building height by 5 stories would allow for an increase in FAR, assumed to be up to 5.5. Buildout under this alternative could include up to 3,600 residential units combined for both sites, or 1,200 more than under the proposed project. It is assumed that the change in allowable building height would not affect the size of commercial use, which would still be an estimated 125,000 square feet. All other proposed development standards as shown in Table 2-1 in Section 2, Project Description, including vehicle and bicycle parking requirements, minimum open space, and minimum public space, would remain the same.

This alternative would meet the project objective to comply with AB 2923, by allowing new development consistent with the law's development standards at the station sites. By further increasing residential density in a Transit Priority Area, it would also meet the project objective to promote green development as well as location efficiency and sustainable

transportation modes, to a greater extent than would the proposed project.

6.5 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the options studied, which is the alternative among those studied that has the fewest significant environmental impacts.

Table 6-4 indicates whether each alternative's environmental impact is greater, lesser, or similar to the proposed project. As shown therein, the No Project Alternative would not reduce impacts and would therefore not be environmentally superior to the proposed project.

Of the development alternatives, neither Alternative 2 nor Alternative 3 would eliminate the unavoidably significant impact related to construction noise. Further, neither alternative would eliminate the need for mitigation measures identified in this EIR; mitigation related to air quality, cultural resources, GHG emissions, hazardous materials, and noise would still be required.

Alternative 2 would involve an estimated 400 fewer residential units compared to the proposed project and therefore impacts related to public services, recreation, and utilities and service systems would be slightly reduced, whereas those impacts would be increased for Alternative 3 which involves 1,200 additional units compared to the proposed project. Alternative 2 would also involve slightly greater impacts related to GHG emissions and land use and planning, as this alternative would involve more vehicle travel to and from the sites which would increase GHG emissions and this alternative would not be consistent with applicable policies related to transit-oriented development, energy efficiency, pedestrian-oriented design, and sustainable design in the City's General Plan and ACSP to the same extent as the project. **Alternative 3 would provide additional transit-oriented development and would meet these goals to a greater extent than the proposed project.** Overall, Alternative 2 would result in two slightly greater impacts than the proposed project (GHG Emissions and Land Use and Planning) and two slightly reduced impacts compared to the proposed project because it involves fewer units (Public Services and Recreation and Utilities and Service Systems). **Alternative 3 would involve two slightly reduced impacts compared to the proposed project related to GHG Emissions.....**

When taking into account the project objectives, the provision of on-site vehicular parking for BART riders under Alternative 2 would not meet project objectives related to residential density and use of sustainable modes as well as the proposed project. This is because increased supply of vehicle parking would reduce the amount of residential space that could be provided and encourage vehicle use by making it more convenient to drive. **Alternative 3 would have slightly reduced impacts to air quality and GHG emissions due to the resulting increase in density in proximity to transit which is effective way to encourage alternative transportation and reduce vehicle use. Therefore, Alternative 3 is the environmentally superior alternative.**

Sincerely,

*Teresa Clarke
Berkeley resident
Resident of Planet Earth
Affordable housing developer
Former Planning Commissioner
Former Zoning Adjustments Board member
Founder and member of South Berkeley NOW!*

Pearson, Alene

From: Theo Posselt <tposselt.sf@gmail.com>
Sent: Monday, November 1, 2021 10:00 AM
To: Pearson, Alene
Cc: All Council
Subject: BART housing development

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Planning Commissioners:

Thank you for your hard work on the housing planning for both BART sites. Please ensure that we build as much housing as possible without delay. Keep this process moving.

1. Create a viable development with as many affordable housing units as feasible, and a right to return for displaced residents;
2. Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
3. Specific to Ashby BART:
 - o Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
 - o Ensure a permanent home for the Flea Market that allows it to thrive and include affordable ground space for local businesses and non-profits.
 - o Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.
4. Specific to North Berkeley BART
 - o Include a 'biking speed' corridor to link the Ohlone Greenway between the connection to the north and the connection to the east. Include safe methods to cross Sacramento. Separate bike and foot traffic across the BART site.
 - o Use 'step downs' as needed to the north, west, and south but not to the east (Sacramento street side). Sacramento is a very wide street and can easily support taller facing without being disruptive to eastern neighbors.

Sincerely,
Theo Posselt

Berkeley Resident (Northside / D6)
BNHCA steering committee member

Shen, Alisa

Subject: FW: BART housing development

From: Matthew Wadlund <mwadlund@wdsplus.com>

Sent: Monday, November 1, 2021 8:38 AM

To: Pearson, Alene <apearson@cityofberkeley.info>

Cc: All Council <council@cityofberkeley.info>

Subject: BART housing development

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Dear Planning Commissioners,

Thank you for your hard work.

Please ensure that we build as much housing as possible without delay by:

1. Creating viable development with as many affordable housing units as feasible, and a right to return for displaced residents;
2. Calm traffic and reduce the number of lanes on Adeline St. to ensure a safe environment for all South Berkeley Residents;
3. Maximize the housing allowed: Allow up to 8 stories and up to 90 feet so building designs can provide the number of homes we need while responding to neighborhood context with step downs.
4. Activate Adeline Street with a continuous, pedestrian-friendly building frontage and a linear park for vendors and amenities. People walking and rolling should be prioritized over vehicle access and BART equipment.

Sincerely,

Matthew Wadlund
Berkeley Resident

Shen, Alisa

From: Pearson, Alene
Sent: Monday, November 1, 2021 8:59 AM
To: Lapira, Katrina; Shen, Alisa
Subject: FW: BART housing development

From: Jeffrey Wescott <jeffrey.wescott@gmail.com>
Sent: Monday, November 1, 2021 8:32 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Cc: All Council <council@cityofberkeley.info>
Subject: BART housing development

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