

## **Supplemental Communications (1)**

(The following are communications received after packet was published on **September 23**, by noon, **September 28**.)

**Lapira, Katrina**

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**From:** Katharine Bierce <kbierce@gmail.com>  
**Sent:** Wednesday, September 23, 2020 5:47 PM  
**To:** Pearson, Alene  
**Subject:** Public comment: for 9/30 planning commission

**WARNING:** This email originated outside of City of Berkeley.  
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Hi there,

For the 9/30 commission, I would like to make some comments:

**As a Berkeley resident since 2013, I request:**

1. All housing on publicly-owned land **MUST** be dedicated for 100% low-income housing that our community can actually afford, as well as a guaranteed future for the Ashby community flea market and its vendors.
2. At least half of all housing in our community, both new and old, must be affordable for low-income people, including family-sized units. Developers should not be allowed to pay a fee to get out of building the low-income housing we need.
3. One-third of our housing trust fund must go to South Berkley, with at least a minimum of \$50 million over 10 years.

I support the subcommittee's revisions to the Adeline Plan, and ask the Planning Commission to adopt all of the subcommittee recommendations, including a goal of 100% affordable housing at the Ashby BART station, a guaranteed future for the flea market, hiring local residents for jobs created in the corridor, and a right to return for people who've been displaced or are at risk of displacement.

Sincerely,

Katharine Bierce

**Lapira, Katrina**

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**From:** barbara@considerthehomeless.org  
**Sent:** Wednesday, September 23, 2020 1:13 PM  
**To:** Pearson, Alene  
**Subject:** PUBLIC COMMENT for Planning Commission public hearing Monday, September 28  
**Importance:** High

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Please read for Public Comment

All housing on publicly-owned land **MUST** be dedicated for **100% low-income housing** that *the* community can actually afford, as well as a guaranteed future for the Ashby community flea market and its vendors. The long train of racist subterfuges destruction, displacement that began with the building of the Ashby BART station **MUST BE reversed!**

At least half of all housing in our community, ***both new and old***, must be affordable for low-income people, including family-sized units. Developers should not be allowed to pay a fee to get out of building the low-income housing that is so deeply needed!

One-third of our housing trust fund **MUST** go to South Berkley, with at least a minimum of \$50 million over 10 years.

**I AM PLEADING** that the Planning Commission adopt **ALL** of the subcommittee recommendations:

1. **100% affordable housing at the Ashby BART station**
2. **Guaranteed future for the flea market**
3. **the hiring of local residents for jobs created in the corridor**
4. **right to return for people who've been displaced or are at risk of displacement**

Failing to do these things would continue fear about Berkeley's endemic, systemic racism and send thee message that Berkeley is led by politicians who SAY all the right things and DO all the wrong things and, thru their actions, are consigning us to the fate of the Ohlone, whose land this TRULY is.

Respectfully  
Barbara Brust, Founder, Consider The Homeless!

**Lapira, Katrina**

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**From:** Jared Moffat <jared.e.moffat@gmail.com>  
**Sent:** Wednesday, September 23, 2020 8:07 AM  
**To:** Pearson, Alene  
**Subject:** Comment on Adeline Corridor Specific Plan: We need more affordable housing

**WARNING:** This email originated outside of City of Berkeley.  
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Hello Secretary Pearson,

I am a resident of Berkeley living at 2617 Sacramento St. I am writing to share my strong support for the demands of Friends of Adeline regarding the Adeline Corridor Plan. Specifically, I want to convey my agreement with the following:

1. All housing on publicly-owned land must be dedicated for 100% low-income housing that our community can actually afford, as well as a guaranteed future for the Ashby community flea market and its vendors.
2. At least half of all housing in our community, both new and old, must be affordable for low-income people, including family-sized units. Developers should not be allowed to pay a fee to get out of building the low-income housing we need.
3. One-third of our housing trust fund must go to South Berkley, with at least a minimum of \$50 million over 10 years.

Friends of Adeline supports the subcommittee's revisions to the Adeline Plan, and we ask the Planning Commission to adopt all of the subcommittee recommendations, including a goal of 100% affordable housing at the Ashby BART station, a guaranteed future for the flea market, hiring local residents for jobs created in the corridor, and a right to return for people who've been displaced or are at risk of displacement.

Please ensure that our views are delivered to and considered by the Planning Commission.

Thank you,

Jared Moffat  
2617 Sacramento St  
(401) 282-8417

**Lapira, Katrina**

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**From:** Kris <kris.starr@gmail.com>  
**Sent:** Thursday, September 24, 2020 8:48 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan, Ashby BART, MOU

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of “100% affordable housing” at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve 100% affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide.

Also, in regards to Ashby BART, the idea of “phased development over the life of the 20-year Plan” does not address our housing emergency. A “go-slow” approach does not make any sense given the on-going displacement in our neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years.

Lastly, a major problem with the Adeline Plan is the proposed zoning. The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood. We certainly don’t want to spend time and resources fighting a lawsuit!

In conclusion, please make the following corrections before adopting the Plan:

- 1) Remove provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to PC.
- 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than requiring a total percentage.
- 3) Eliminate the idea of a phased development over 20 years for Ashby BART.
- 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,  
Kris Starr-Witort  
520-759-3237

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Kris Starr-Witort 510-759-3237 Sent while mobile, please excuse typos and abbreviations

**Lapira, Katrina**

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**From:** Ariana Thompson-Lastad <arianajl@gmail.com>  
**Sent:** Wednesday, September 23, 2020 1:55 PM  
**To:** Pearson, Alene  
**Subject:** public comment for 9/30 Planning Commission meeting

**WARNING:** This email originated outside of City of Berkeley.  
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Dear City of Berkeley PLanning Commission,

I am writing as a longtime resident of district 2, a parent in BUSD, and someone who qualifies for low-income housing but has not been able to access it due to limited supply. Like many other Berkeley residents, I request that

- all housing on publicly-owned land MUST be dedicated for 100% low-income housing that our community can actually afford, as well as a guaranteed future for the Ashby community flea market and its vendors.
- At least half of all housing in our community, both new and old, must be affordable for low-income people, including family-sized units. Developers should not be allowed to pay a fee to get out of building the low-income housing we need.
- One-third of our housing trust fund must go to South Berkley, with at least a minimum of \$50 million over 10 years.

I support the subcommittee's revisions to the Adeline Plan, and ask the Planning Commission to adopt all of the subcommittee recommendations, including a goal of 100% affordable housing at the Ashby BART station, a guaranteed future for the flea market, hiring local residents for jobs created in the corridor, and a right to return for people who've been displaced or are at risk of displacement.

Sincerely,

Ariana Thompson-Lastad

**Lapira, Katrina**

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**From:** Sarah Bardeen <sbardeen@gmail.com>  
**Sent:** Thursday, September 24, 2020 4:44 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan, Ashby BART, MOU

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

I have struggled to decide who is right in this tussle over the Adeline Plan. I want as much affordable housing as we can possibly create in the neighborhood. And I don't want to see ongoing gentrification and displacement in a historically Black neighborhood that I'm privileged to call home.

I really understand the concerns of the Friends of Adeline, and I have really struggled to figure out where I stand on this. I think there's a deep fear that we will unalterably change the character of the neighborhood if we allow mixed-income development. But I'm afraid that the character of the neighborhood has been changing for years -- and without adequate housing that takes pressure off of local residents, we will only see more gentrification and displacement. I wish we could all come to an understanding here. But when I see all my homeless neighbors living on freeway off-ramps - I can't choose a solution that means less housing. We've got to ease the crunch - we've got to build as much housing, at multiple income levels, as possible -- while maximizing to the utmost the affordable percentage.

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of "100% affordable housing" at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve 100% affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide.



Also, in regards to Ashby BART, the idea of “phased development over the life of the 20-year Plan” does not address our housing emergency. A “go-slow” approach does not make any sense given the on-going displacement in our neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years.

Lastly, a major problem with the Adeline Plan is the proposed zoning. The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood. We certainly don’t want to spend time and resources fighting a lawsuit!

In conclusion, please make the following corrections before adopting the Plan:

- 1) Remove provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to PC.
- 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than requiring a total percentage.
- 3) Eliminate the idea of a phased development over 20 years for Ashby BART.
- 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,

Sarah Bardeen

**Lapira, Katrina**

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**From:** Paul Bickmore <paulbickmore@gmail.com>  
**Sent:** Thursday, September 24, 2020 1:46 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** The Adeline Plan and at Ashby BART

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for putting Adeline on a road diet, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. So support the process outlined in the Memorandum of Understanding with BART and to move forward as soon as possible with the first phases of development.

The newly added language to the Adeline Plan contradicts the Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group, and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall.

Remove the language that contradicts the Memorandum of Understanding and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan! The changes as requested in the September Fourteenth, 2020 letter from BART are totally reasonable and should be made.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of “one hundred percent affordable housing” at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve one hundred percent affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide.

Also, in regards to Ashby BART, the idea of “phased development over the life of the twenty-year Plan” does not address our housing emergency. A “go-slow” approach does not make any sense given the on-going displacement in our neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years.

Lastly, a major problem with the Adeline Plan is the proposed zoning. The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood. We certainly don’t want to spend time and resources fighting

a lawsuit!

In conclusion, make the following corrections before adopting the Plan:

- 1) Remove provisions in the Adeline Plan that contradict the Memorandum of Understanding and that BART identified in their letter.
- 2) Maximize the number of low income homes that will be built on Ashby BART rather than requiring a total percentage.
- 3) Eliminate the idea of a phased development over twenty years for Ashby BART.
- 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,

Paul Bickmore

**Lapira, Katrina**

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**From:** Paul Bickmore <paulbickmore@gmail.com>  
**Sent:** Friday, September 25, 2020 11:16 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby Station

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

Send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing and height along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Memorandum of Understanding process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,

Paul Bickmore

**Lapira, Katrina**

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**From:** Pearson, Alene  
**Sent:** Thursday, September 24, 2020 8:50 AM  
**To:** Pearson, Alene  
**Subject:** Re: Adeline Plan, Ashby BART, MOU

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**From:** Ashley Lawrence CHASE <achase@berkeley.edu>  
**Sent:** Thursday, September 24, 2020 7:32 AM  
**To:** Pearson, Alene <apearson@cityofberkeley.info>  
**Cc:** All Council <council@cityofberkeley.info>  
**Subject:** Adeline Plan, Ashby BART, MOU

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of "100% affordable housing" at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve 100% affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide.

Also, in regards to Ashby BART, the idea of "phased development over the life of the 20-year Plan" does not address our housing emergency. A "go-slow" approach does not make any sense given the on-going displacement in our neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years.

Lastly, a major problem with the Adeline Plan is the proposed zoning. The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood. We certainly don't want to spend time and resources fighting a lawsuit!

In conclusion, please make the following corrections before adopting the Plan:

- 1) Remove provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to PC.
- 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than requiring a total percentage.
- 3) Eliminate the idea of a phased development over 20 years for Ashby BART.
- 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,  
Ashley Chase

**Lapira, Katrina**

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**From:** Pearson, Alene  
**Sent:** Thursday, September 24, 2020 9:06 AM  
**To:** Pearson, Alene  
**Subject:** Fw: Adeline Plan, Ashby BART, MOU

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**From:** Barry Fike <barrytf@mac.com>  
**Sent:** Thursday, September 24, 2020 6:21 AM  
**To:** Pearson, Alene <apearson@cityofberkeley.info>  
**Cc:** All Council <council@cityofberkeley.info>  
**Subject:** Adeline Plan, Ashby BART, MOU

WARNING: This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

I live in Central Berkeley and am a retired BUSD teacher and former president of the Berkeley Federation of Teachers. I have been working to support the building of affordable housing in our city for many years. This work included an effort almost 20 years ago to work with a coalition of local labor union leaders to build affordable housing on the Ashby BART parking lot. Our proposal was supported by the City Council who voted to devote the City's air rights to the project. Unfortunately, there were a handful of community members who did not understand the nuances of financing affordable housing back then and their opposition ultimately led to the project's defeat. This was at a time when many in our community did not seem to be aware of the affordable housing crisis that was already well underway and the urgent need to find ways to finance affordable housing for all income levels. Fast forward to today and I fear that the Berkeley community may be on the edge of experiencing a very regrettable *deja vu* moment.

There is broad support in the Ashby/Adeleine neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of "100% affordable housing" at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve 100% affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide.

Also, in regards to Ashby BART, the idea of "phased development over the life of the 20-year Plan" does not address our housing emergency. A "go-slow" approach does not make any sense given the on-going displacement in our

neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years.

Lastly, a major problem with the Adeline Plan is the proposed zoning. The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood. We certainly don't want to spend time and resources fighting a lawsuit!

In conclusion, please make the following corrections before adopting the Plan:

- 1) Remove provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to PC.
- 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than requiring a total percentage.
- 3) Eliminate the idea of a phased development over 20 years for Ashby BART.
- 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,

Barry Fike  
1723 Allston Way  
Berkeley, CA 94703



**Lapira, Katrina**

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**From:** Pearson, Alene  
**Sent:** Thursday, September 24, 2020 9:05 AM  
**To:** Pearson, Alene  
**Subject:** Fw: Adeline Plan, Ashby BART, MOU

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**From:** Pablo Diaz Gutierrez <ihaveajob@gmail.com>  
**Sent:** Thursday, September 24, 2020 5:39 AM  
**To:** Pearson, Alene <apearson@cityofberkeley.info>  
**Cc:** All Council <council@cityofberkeley.info>  
**Subject:** Adeline Plan, Ashby BART, MOU

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Dear Planning Commission, and City Council,

By this point you must know there is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. Now we need a Plan that will produce real results. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, the latest draft of the Adeline Plan contradicts the BART MOU, constituting an illegal downzoning that will get the city sued, our tax money wasted and precious time pilfered that could be used to start solving our housing crisis, now. Please rewrite the plan in order to maximize the TOTAL NUMBER OF AFFORDABLE HOMES built. I know it's been said that we have enough market-rate housing, but even for those who think that way, if new market-rate housing helps finance MORE AFFORDABLE HOMES, what is the problem with that? The alternatives are either more taxes for current residents, or no housing.

In short, please address the following:

- a) Maximize the **number of affordable homes** on Ashby BART rather than requiring a total percentage
- b) Speed up development at Ashby BART, now, not over 20 years
- c) Increase the **base zoning** and incentives of the Adeline Plan area so more total affordable housing are built in our neighborhood

Sincerely,

Pablo Diaz-Gutierrez,

a 94703 resident and homeowner who wants others to have the same opportunities as himself.

**Lapira, Katrina**

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**From:** Pearson, Alene  
**Sent:** Thursday, September 24, 2020 9:04 AM  
**To:** Pearson, Alene  
**Subject:** Fw: Adeline Plan, Ashby BART, MOU

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**From:** chimey lee <chimey2@yahoo.com>  
**Sent:** Thursday, September 24, 2020 4:38 AM  
**To:** Pearson, Alene <apearson@cityofberkeley.info>  
**Cc:** All Council <council@cityofberkeley.info>  
**Subject:** Adeline Plan, Ashby BART, MOU

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Dear Planning Commission and City Council, There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development. Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made. The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of "100% affordable housing" at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve 100% affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide. Also, in regards to Ashby BART, the idea of "phased development over the life of the 20-year Plan" does not address our housing emergency. A "go-slow" approach does not make any sense given the on-going displacement in our neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years. Lastly, a major problem with the Adeline Plan is the proposed zoning. The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood. We certainly don't want to spend time and resources fighting a lawsuit! In conclusion, please make the following corrections before adopting the Plan: 1) Remove provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to PC. 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than requiring a total percentage. 3) Eliminate the idea of a phased development over 20 years for Ashby BART. 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,

Chimey Lee  
1501 Blake Street #306  
Berkeley, Ca. 94703-1888

**Lapira, Katrina**

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**From:** Pearson, Alene  
**Sent:** Thursday, September 24, 2020 8:57 AM  
**To:** Pearson, Alene  
**Subject:** Fw: housing on Ashby BART parking lots

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**From:** jodi@sweetpickle.com <jodi@sweetpickle.com>  
**Sent:** Wednesday, September 23, 2020 11:00 PM  
**To:** Pearson, Alene <apearson@cityofberkeley.info>  
**Subject:** RE: housing on Ashby BART parking lots

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

Thank you!

Jodi Levin

**Lapira, Katrina**

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**From:** negeene mosaed <ngmosaed@yahoo.com>  
**Sent:** Thursday, September 24, 2020 12:00 PM  
**To:** Pearson, Alene  
**Subject:** Adeline Corridor Specific Plan

**WARNING:** This email originated outside of City of Berkeley.  
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Dear City of Berkeley Planning Commission:

In my decade of serving the citizens of Berkeley at Our Physical Therapy clinic in Downtown Berkeley, I have witnessed the struggle of the under-privileged class which mainly consists of the Black and Brown families of South and West Berkeley. What is most remarkable is the loyalty of these families to Berkeley even in the face of displacement and injustice.

For lack of affordable housing here I have watched scores of families — families which through generations have made Berkeley what it is — having to relocate to more distant enclaves like Antioch and Pittsburg (even Arizona and Nevada) where they are less welcome and have few ties. This trend of continued gentrification which denies a place at the table for people who have been born and raised in these streets must be stopped and reversed. We cannot continue to rob the fruits and hard work of multiple generations to be stolen.

The facilities and social services in Berkeley offered to these families cannot be found in any other location and it has taken decades to produce this for just this population, it is therefore a crime to take all the possibilities away from those who its been tailored to. Both the medical clinics such as Lifelong, Berkeley CPT and the non profits built around providing services are intended for a certain population in South Berkeley. It was not intended for the new found wealthy who are an overflow of Silicon Valley IT Industry and the trendy new SF start ups. This type of "new" Berkeley resident doesn't much care about what happens or has happened in these streets. They are here to take something and not to create culture, art, music, resistance and history which feeds the soul of Berkeley. Their presence is as transnational as it is transient.

We must come to realize that South and West Berkeley long time families which are of the working class and generally families of color make this city what it is. Capitalism and its mighty real-estate market cannot be the only force driving our decisions at a city level.

Structural racism permeates every aspect of this society -- it turns some Berkeley residents into the beneficiaries and perpetrators of this sinister system. Structural racism is notable in its historical culture and control of city planning and housing policy. This pattern must be interrupted now with eyes wide open to the exodus we have caused.

Therefore, the South Berkeley Bart future housing development must be 100% affordable for the low to lowest income families of Berkeley. It must be slated for the displaced black and brown families, and persons as a right of return to reverse this awful injustice of Gentrification. In addition, the Ashby Flea Market must be guaranteed a place at the new site to continue the rich legacy and culture of Black Berkeley.

I look forward seeing the day that our local officials do more than pay lip service to these long time Berkeley natives.

Sincerely,

Negeene Mosaed

Owner Berkeley Community Physical Therapy

Resident of Berkeley -district 5

**Lapira, Katrina**

---

**From:** Rebecca Nieves-McGoldrick <rebecca.e.mcgoldrick@gmail.com>  
**Sent:** Thursday, September 24, 2020 11:26 AM  
**To:** Pearson, Alene  
**Subject:** Public comment re: Ashby BART development

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission,

I'm a resident of South Berkeley and am writing to submit a public comment regarding the Ashby BART development. I ask that you support the subcommittee's revisions to the Adeline Plan and that you adopt all of the subcommittee's recommendations, including a commitment to 100% affordable housing at the Ashby BART station, a guaranteed future for the flea market, hiring local residents for jobs created in the corridor, and a right to return for people who have been displaced or are at risk of displacement. I also ask that at a minimum, all housing in our community (both old and new) be affordable for low-income people, including family-sized units. Our families are being displaced by gentrification and the cost of housing is beyond unaffordable for most residents. Developers should not be allowed to pay a fee to get out of building the low-income housing we need. Additionally, I ask that one-third of the housing trust fund goes to South Berkeley.

I am a South Berkeley resident who loves my community and hopes to grow my family here, but like so many others, we will be displaced by unaffordable housing.

Sincerely,  
Rebecca Nieves-McGoldrick  
2617 Sacramento St.  
Berkeley, CA 94702

**Lapira, Katrina**

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**From:** Jane Scantlebury <jscantlebury@lmi.net>  
**Sent:** Thursday, September 24, 2020 1:42 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan, Ashby BART, MOU

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

I would like to see real housing and development at the Ashby BART station in my lifetime. (I also want to ride in the Fast Train from SF to LA.) While it's true my preference is for as affordable housing, I want to be realistic about what is possible. What is the point to support the impossible? Please be progressive and realistic. We can make this happen.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of "100% affordable housing" at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve 100% affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide.

Also, in regards to Ashby BART, the idea of "phased development over the life of the 20-year Plan" does not address our housing emergency. A "go-slow" approach does not make any sense given the on-going displacement in our neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years.



Lastly, a major problem with the Adeline Plan is the proposed zoning. The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood. We certainly don't want to spend time and resources fighting a lawsuit!

In conclusion, please make the following corrections before adopting the Plan:

- 1) Remove provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to PC.
- 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than requiring a total percentage.
- 3) Eliminate the idea of a phased development over 20 years for Ashby BART.
- 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,  
Jane Scantlebury  
Otis Street, 1/2 block from Ashby BART

**Lapira, Katrina**

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**From:** Pearson, Alene  
**Sent:** Thursday, September 24, 2020 8:50 AM  
**To:** Pearson, Alene  
**Subject:** Re: Adeline Plan

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**From:** Mark Trainer <mark.trainer1@live.com>  
**Sent:** Thursday, September 24, 2020 7:54 AM  
**To:** Pearson, Alene <apearson@cityofberkeley.info>  
**Subject:** Adeline Plan

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

I'm also still concerned that the Adeline Plan does not increase housing density in a way that is required to match the severity of the housing crisis. The base zoning should be increased as should the incentives for affordability to ensure that the maximum number of new affordable homes are created.

Thank you,

Mark

September 24, 2020

To: Alene Pearson, Planning Commission

cc: Berkeley City Council

From: David Ushijima

Re: Adeline Corridor Specific Plan

Dear Planning Commissioners:

I fully support the work that the Adeline Corridor Subcommittee and Planning staff have done on the Adeline Corridor Specific Plan and urge you to approve it as drafted.

In particular:

1. I support the work done to specify an **objective standard for density** and the combined use of tiered density standards and density bonuses as an incentive for developers to build more affordable units.
2. I support the work to move towards **inclusionary affordable housing**. I am in favor of requiring on-site affordable units, however as an alternative I would support the requirement that a developer pay the Affordable Housing Mitigation fee with the provision that 1/3 of the City's Housing Trust Fund assets be used to build affordable units in the Adeline Corridor.
3. I am in favor of a phased development requiring 100% affordable housing on the BART parking lots as that land is **public land which should be used for the public benefit**. Specifically any housing built on that land should be used to benefit the underserved community which has historically been driven out due to rising housing costs.

I appreciate and acknowledge the work that the Planning staff and the Adeline Corridor Subcommittee have done and look forward to the draft plan being approved.

Respectfully,

David Ushijima

**Lapira, Katrina**

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**From:** Alex Benn <alex.benn.is@gmail.com>  
**Sent:** Sunday, September 27, 2020 5:04 PM  
**To:** Pearson, Alene  
**Subject:** Re: DRAFT Adeline Corridor Plan

**WARNING:** This email originated outside of City of Berkeley.  
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Berkeley Planning Commission,

I live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

Sincerely,  
Alex Benn  
1530 MLK Jr Way  
Council District 5

**Lapira, Katrina**

---

**From:** Angela Gallegos-Castillo <gallegosangela1@gmail.com>  
**Sent:** Friday, September 25, 2020 10:55 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** The Adeline Plan should Respect the BART MOU

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commissioners-  
The current draft Plan recommended by the Adeline Corridor Subcommittee for adoption by the full Planning Commission has major problems.

First and foremost, the Subcommittee added language requiring 100% affordable housing at Ashby BART that contradicts the BART MOU that the City Council adopted unanimously. BART has repeatedly objected to this recommendation, and it threatens getting any new homes built on the BART parking lots. The controversial provisions create confusion about the planning process by usurping the role of the recently formed BART MOU Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter on page 183 of Supplemental Communications 1 from Sept 16 packet.

Second, the Subcommittee's proposed new zoning does not increase housing density in the Adeline Plan transit area. Rather it reduces housing density which constitutes an illegal downzoning under state law.

Finally, the Subcommittee has proposed that the Adeline Plan be implemented over twenty years. We need more housing for all income levels NOW, not over two decades.

We call for: 1) Removing provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to the Planning Commission. 2) Maximizing the number of low income homes that will be built on Ashby BART rather than requiring a percentage -- building at least 500 below market and low income homes on Ashby BART. 3) Increasing the base zoning and the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood.

## Lapira, Katrina

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**From:** Thomas Luce <tomfluce@gmail.com>  
**Sent:** Friday, September 25, 2020 2:53 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan, Ashby BART, MOU

WARNING: This email originated outside of City of Berkeley.  
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Dear Planning Commission and City Council,

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter here page 183. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of "100% affordable housing" at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve 100% affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide.

Also, in regards to Ashby BART, the idea of "phased development over the life of the 20-year Plan" does not address our housing emergency. A "go-slow" approach does not make any sense given the on-going displacement in our neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years.

Lastly, a major problem with the Adeline Plan is the proposed zoning.

The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood.

We certainly don't want to spend time and resources fighting a lawsuit!

In conclusion, please make the following corrections before adopting the Plan:

1) Remove provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to PC.

- 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than requiring a total percentage.
- 3) Eliminate the idea of a phased development over 20 years for Ashby BART.
- 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,

--

Thomas F. Luce 1515 Fairview St. Apt.C Berkeley, Ca 94703 510-575-6326

**Lapira, Katrina**

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**From:** Phyllis Orrick <poberkeley@gmail.com>  
**Sent:** Friday, September 25, 2020 12:29 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Phyllis Orrick  
Kains Avenue, Berkeley



**Lapira, Katrina**

---

**From:** Laura Stevens <laura4300@comcast.net>  
**Sent:** Friday, September 25, 2020 11:55 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

WARNING: This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Laura Stevens  
2201 Ward St.  
South Berkeley Resident

**Lapira, Katrina**

---

**From:** Andrea Egan <aegan526@gmail.com>  
**Sent:** Saturday, September 26, 2020 12:08 PM  
**To:** Pearson, Alene  
**Cc:** Kesarwani, Rashi  
**Subject:** Concerned about down-zoning in the Adeline Corridor Plan

**WARNING:** This email originated outside of City of Berkeley.  
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Hello,

I am a big fan of affordable housing but I also understand that we need to drastically increase our housing stock in Berkeley in order to make housing more affordable long term.

I live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. In its current iteration the Adeline Plan contradicts the BART MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

Thank you,  
Andrea Egan  
1908 grant St, Berkeley, CA 94703

**Lapira, Katrina**

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**From:** Marcia <marciafree@earthlink.net>  
**Sent:** Saturday, September 26, 2020 11:31 AM  
**To:** Pearson, Alene; All Council  
**Cc:** Teresa Clarke  
**Subject:** Adeline Corridor

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

Send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing and height along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Memorandum of Understanding process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Marcia Freedman  
Co-Chair, Elder Action/Ashby Village  
Berkeley

**Lapira, Katrina**

---

**From:** Daniel Goldstein <daniel\_g333@yahoo.com>  
**Sent:** Saturday, September 26, 2020 10:39 PM  
**To:** Pearson, Alene  
**Subject:** DRAFT Adeline Corridor Plan

WARNING: This email originated outside of City of Berkeley.  
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I live in North Berkeley, near Cedar Rise Park, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

Dan Goldstein

**Lapira, Katrina**

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**From:** Charles Kahn <charles@studiokda.com>  
**Sent:** Saturday, September 26, 2020 4:23 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,

Charles Kahn, AIA

2911 Benvenue Avenue

PS The recommendations as drafted by the Planning Commission Subcommittee are well-intentioned but in my opinion misguided. Of course we all would prefer 100% affordable housing throughout Berkeley - who wouldn't? But without the public will (and adequate financing sources) it simply will not get built. We need the inclusionary fees from conventional housing to fund these projects, and we need more housing period. The market rate unit of today is the (more) affordable unit of tomorrow...

Neighbors who oppose new market rate housing in South Berkeley are afraid it will bring gentrification. Ironically, it could be argued that the lack of new housing in this neighborhood is driving up rents on existing housing stock: this neighborhood, with only a handful of new market rate units over the past two decades, is experiencing the most rapid gentrification of any neighborhood in Berkeley.

We need housing at all income levels. We should at least get some market rate along with the affordable.

And we must densify as much as is thoughtful and reasonable near transit.

Thank you for your service, not an easy job...

**Lapira, Katrina**

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**From:** Liza Lutzker <liza.lutzker@gmail.com>  
**Sent:** Saturday, September 26, 2020 10:05 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Ashby BART plans: Adeline Corridor Plan contradicting the city's MOU and CAG process

**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 honorable Planning Commissioners and City Councilmembers,

I write to you as a resident of the Adeline Corridor and a supporter of development at BART that increases housing and builds walkable, bikeable, transit-oriented urban spaces that all Berkeley residents can enjoy.

As a city, we have many goals that we can meet by careful planning along the Adeline corridor. I realize that Adeline corridor planning has been underway for many years, and we do need to finalize a plan for development at the Ashby BART station and take action on that. And while the Adeline corridor planning has had various input, the City also clearly signed an MOU with BART to develop the Ashby property on December 20th. I was at council to speak in support of this MOU, and it won widespread, unanimous support among the Council.

Unfortunately, newly added language to the Adeline Plan directly contradicts the adopted BART MOU in a manner that threatens building the homes that people need. The Adeline Plan adds controversial provisions that will create confusion about the planning process, usurp the role of the CAG, and include requirements that would actually reduce the total number of low-income homes we can build (because these provisions severely restrict the feasibility of the Ashby BART development overall, where it will be difficult to get a developer to even make a bid).

BART itself has strenuously objected to these elements of the Adeline Plan as they are clear that these elements are antithetical to the MOU Berkeley and BART signed. I implore you to remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. Specifically, make the changes requested by BART in their Sept 14 2020 letter.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. People live in housing, not in percentages, so while the notion of “100% affordable housing” at BART station is appealing as a slogan, it won't help house more people.

Finally, the proposed zoning in the Adeline Plan is problematic, as it not only fails to increase housing density in the transit area, it actually reduces it, which constitutes an illegal downzoning. Please direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood.

In conclusion, please make the following corrections before adopting the Adeline Corridor Plan:

- 1) Remove provisions in the Adeline Plan that contradict the BART MOU (per BART's Sept 14th letter to the Planning Commission),
- 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than simply a percentage, and
- 3) Increase the base zoning of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,  
Liza Lutzker  
D3 resident

**Lapira, Katrina**

---

**From:** scott peterson <scott6peterson@gmail.com>  
**Sent:** Saturday, September 26, 2020 12:03 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Scott Peterson  
Russell Street  
South Berkeley Resident



**Lapira, Katrina**

---

**From:** Paul Sas <outwit.pine@gmail.com>  
**Sent:** Saturday, September 26, 2020 8:02 PM  
**To:** Pearson, Alene  
**Subject:** Re: DRAFT Adeline Corridor Plan

**WARNING:** This email originated outside of City of Berkeley.  
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I live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

Paul Sas

**Lapira, Katrina**

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**From:** Jonathan Singh <jonathan.c.singh@gmail.com>  
**Sent:** Saturday, September 26, 2020 2:07 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan, Ashby BART, MOU

**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 Planning Commission and City Council,

There is broad support in our neighborhood for affordable housing, for the right to return of residents forced out by high housing costs, for reducing Adeline to two lanes, and for lasting support of local businesses, including the Flea Market. The next step is to focus on finalizing a Plan that will produce real results and to take real action. In that regard it is critical to support the process outlined in the Memorandum of Understanding (MOU) with BART and to move forward as soon as possible with the first phases of development.

Unfortunately, newly added language to the Adeline Plan contradicts the BART Memorandum of Understanding that the City Council adopted unanimously, and this threatens getting homes built on the BART parking lots. The controversial provisions that were added create confusion about the planning process, they usurp the role of the recently formed Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. Please remove the language that contradicts the BART MOU and remove the requirements that restrict the feasibility of the Ashby BART development from the latest draft of the Adeline Plan. The changes as requested in the Sept 14 2020 letter from BART are totally reasonable and should be made.

The Adeline Plan and Ashby BART must focus on maximizing the total number of affordable units not on a total percentage. The notion of “100% affordable housing” at the BART station is an appealing slogan but measuring housing production by percentage alone will not achieve the results we so desperately need. If we achieve 100% affordable simply by building very few units this will be an empty achievement. The greatest community benefit will come from producing the maximum total number of affordable units at Ashby BART and neighborhood wide.

Also, in regards to Ashby BART, the idea of “phased development over the life of the 20-year Plan” does not address our housing emergency. A “go-slow” approach does not make any sense given the on-going displacement in our neighborhood. Not only that, but this phased idea, championed by one commissioner, is simply not a feasible way to develop a BART station that requires better transit access and to maximize affordable housing. Eliminate all language that suggests phased development. We truly need the housing built NOW, not over twenty years.

Lastly, a major problem with the Adeline Plan is the proposed zoning. The proposed new zoning does not increase housing density in the Adeline Plan transit area, and in fact, reduces it, which constitutes an illegal downzoning. Please direct staff to increase the minimum base zoning to significantly increase density over the current zoning and further increase the Tier incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood. We certainly don’t want to spend time and resources fighting a lawsuit!

In conclusion, please make the following corrections before adopting the Plan:

- 1) Remove provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to PC.
- 2) Focus on maximizing the number of low income homes that will be built on Ashby BART rather than requiring a total percentage.
- 3) Eliminate the idea of a phased development over 20 years for Ashby BART.
- 4) Increase the base zoning and increase the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood at Ashby BART.

Sincerely,

Jonathan

**Lapira, Katrina**

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**From:** Michel St. Pierre <stpierre.michel@gmail.com>  
**Sent:** Saturday, September 26, 2020 1:00 PM  
**To:** Pearson, Alene  
**Subject:** Re: DRAFT Adeline Corridor Plan

WARNING: This email originated outside of City of Berkeley.  
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I live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

Michel St Pierre  
Owner -1915 Virginia street  
Berkeley

Sent from my iPhone

**Lapira, Katrina**

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**From:** ag <angpg@pm.me>  
**Sent:** Saturday, September 26, 2020 11:00 PM  
**To:** Pearson, Alene  
**Subject:** Re: DRAFT Adeline Corridor Plan

**WARNING:** This email originated outside of City of Berkeley.  
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I live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

Angelica Gaerlan

**Lapira, Katrina**

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**From:** dave1063@sbcglobal.net  
**Sent:** Sunday, September 27, 2020 11:35 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

If we are to solve the housing crisis we need... to build more housing. A lot more.

Thank you,

David K Howe

791 Alcatraz Ave

Oakland, CA 94609

South Berkeley/North Oakland Resident

**Lapira, Katrina**

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**From:** Jeffrey Wescott <jeffrey.wescott@gmail.com>  
**Sent:** Sunday, September 27, 2020 2:26 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
YOUR NAME  
YOUR STREET  
South Berkeley Resident

**Lapira, Katrina**

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**From:** Lee Bishop <bishoplm@gmail.com>  
**Sent:** Monday, September 28, 2020 10:15 AM  
**To:** Pearson, Alene  
**Subject:** Re: DRAFT Adeline Corridor Plan

**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 live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!



**Lapira, Katrina**

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**From:** MICHAEL CAPLAN <michaelcaplan@comcast.net>  
**Sent:** Monday, September 28, 2020 10:35 AM  
**To:** Pearson, Alene  
**Subject:** Comments on Adeline Plan and Housing at Ashby BART  
**Attachments:** Ashby BART Letter.docx

**WARNING:** This email originated outside of City of Berkeley.  
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Hello -

Attached is my letter with comments on the Adeline Plan and housing at the Ashby BART pertaining to the September 30th Planning Commission meeting.

Thank you!

Michael Caplan

**Lapira, Katrina**

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**From:** David Cobb <cobbdh@sonic.net>  
**Sent:** Monday, September 28, 2020 10:45 AM  
**To:** Pearson, Alene  
**Subject:** Re: DRAFT Adeline Corridor Plan

**WARNING:** This email originated outside of City of Berkeley.  
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As a North Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. All of the community meetings held on the topic of housing at the BART stations have indicated overwhelming support for the approach to housing that was incorporated into the final language of the MOU. There should be nothing in the Adeline Plan that weakens the approach of the MOU toward maximizing housing, including market rate housing that contributes to additional affordable housing.

Please do not approve language that would effectively undermine the MOU/CAG process for the two stations.

Thank you, David Cobb, Beverly Place

**Lapira, Katrina**

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**From:** Amanda Coggin <amandacoggin@gmail.com>  
**Sent:** Monday, September 28, 2020 11:08 AM  
**To:** Pearson, Alene  
**Subject:** North Berkeley resident urging more housing built 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 Berkeley Planning Commission,

I live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

Thank you,

Amanda Coggin

1614 Josephine Street, Berkeley, CA 94703

| 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://ucsfhealth.org/services/spiritual-care-services)

Instructor, Mindful Caregiver Education + Open Death Conversations | Zen Caregiving Project  
| [zencaregiving.org](https://zencaregiving.org)

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

| Pronouns: she/her/hers  
<https://www.mypronouns.org/she-her>

**Lapira, Katrina**

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**From:** Neal Donnelly <nealjmd@gmail.com>  
**Sent:** Monday, September 28, 2020 11:23 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Maximizing affordable housing at Ashby 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 Planning Commission and Berkeley City Council:

I think it is imperative that we turn the Ashby BART parking lot into a new community core with affordable housing, mixed use development, and a cultural plaza for the flea market.

It is also imperative that we MAXIMIZE THE NUMBER of affordable units, NOT THE PERCENTAGE. People live in homes, not in percentages. It is so hard and terribly expensive to build in the Bay and we should not hamstring the finances of this project. We also need this housing urgently.

I therefore ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Neal Donnelly  
Harmon Street  
South Berkeley Resident

**Lapira, Katrina**

---

**From:** Naor Deleanu <42apples@gmail.com>  
**Sent:** Monday, September 28, 2020 11:11 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

These proposals will, if implemented, result in less affordable housing being constructed and will only further exacerbate the current housing crisis. I lived for three years in a relatively new apartment in South Berkeley and I'm grateful for the opportunity to live even closer to BART. We can not afford to continue delaying and preventing new housing in the hope that maybe decades from now, there will be 100% affordable housing that is fully financed and meets no opposition.

Thank you,  
Naor Deleanu  
Berkeley Resident

**Lapira, Katrina**

---

**From:** Ben Domingue <ben.domingue@gmail.com>  
**Sent:** Monday, September 28, 2020 8:29 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Ben Domingue  
1928 Monterey Ave  
Berkeley Resident

**Lapira, Katrina**

---

**From:** Mary C Dorst <mclorst@gmail.com>  
**Sent:** Sunday, September 27, 2020 10:17 PM  
**To:** Pearson, Alene  
**Subject:** Re: DRAFT Adeline Corridor Plan

**WARNING:** This email originated outside of City of Berkeley.  
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I live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide.

I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed multi-bedroom housing with a high percentage for very low income families built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

In South Berkeley, Woolsey Street and Prince Street were named for my great-great grandfather and his horse (may sound funny but not a joke), and as a 5<sup>th</sup> generation Berkeley High graduate, I want socioeconomic diversity to return to BUSD with the help of new multifamily rental homes at both BART stations. Thank you.—Mary Dorst

**Lapira, Katrina**

---

**From:** David Early <david@bigpurplehouse.com>  
**Sent:** Monday, September 28, 2020 10:53 AM  
**To:** Pearson, Alene  
**Subject:** DRAFT Adeline Corridor Plan

**WARNING:** This email originated outside of City of Berkeley.  
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Please share the following message with the Planning Commission in advance of the

Berkeley Planning Commission,

As a Berkeley resident, I am concerned that parts of the current draft Adeline Plan could hurt efforts to build new affordable housing citywide. Berkeley, and the entire Bay Area, desperately need additional housing, and the Adeline Corridor (along with other locations such as the North Berkeley BART station) are ideal sites for robust and well-designed housing developments.

The Adeline Plan calls for lower densities than desirable at both the Ashby BART Station and in the corridor overall. It also calls for 100% affordable housing, which may not be feasible in some development scenarios.

Also, the proposals in the current Draft Plan appear to be in violation of the City's MOU with BART, which I support, and they circumvent the on-going work of the City's BART Site CAG that is working on proposals for both the Ashy and North Berkeley station sites.

I want to see housing built at both BART stations. Denser, mixed income developments will get us a higher number of affordable homes, and more housing overall, and allowing them will also expedite the development process.

For all these reasons, I urge you to increase housing densities, create more flexibility for the mix of income ranges, and remove language that contradicts the MOU with BART.

Sincerely,

David Early  
2157 Vine Street



**Lapira, Katrina**

---

**From:** Victoria Eisen <victoria@eisenletunic.com>  
**Sent:** Monday, September 28, 2020 10:29 AM  
**To:** Pearson, Alene  
**Subject:** Adeline Corridor Plan

**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 Berkeley Planning Commissioners,

I am writing to urge you to remove the Adeline Corridor Plan's 100% affordable housing requirement for future development at the Ashby BART station. Please read on for an explanation of why I believe removing this requirement will actually increase the TOD's number of affordable housing units.

As a former member and chair of the Berkeley Planning Commission, I completely understand the desire to review and recommend adoption of a plan that has been so many years in the making. However, this plan is coming of age in a much different time than the one in which it began.

The Adeline Corridor Plan (ACP) was conceived before AB 2923, which allows BART to build transit-oriented development on its property, including setting density, height and affordability standards regardless of underlying local regulations. The Plan was also largely written before the City and BART entered into an MOU regarding the process of determining what will be built on the Ashby and North Berkeley BART parking lots. As you know, that agreement sets forth a community-driven process to work together to find patterns of development at both stations that achieve the community's and BART's goals.

If the Planning Commission recommends and the City Council adopts a plan that dictates the affordability mix and other characteristics of the future Ashby BART TOD, it will be circumventing the MOU process, thereby signalling to BART that Berkeley isn't serious about building on the two parking lots after all. This situation will result in one of two tragic outcomes (tragic if you are looking to these two BART stations to help Berkeley solve its real affordable housing crisis):

- BART could exercise its right under AB 2923 to build a much denser, higher project than Ashby BART's neighbors would like and than would result from the process laid out in the MOU. OR
- BART could choose not to build at either station--many other cities are lining up for this right--which would mean no affordable (or any) housing at either station.

A vote for the Adeline Corridor Plan as currently written is a vote for fewer affordable units, at best, and at worst, it's a vote for parking over housing.

Thank you for your consideration.

Victoria Eisen

**Lapira, Katrina**

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**From:** Jenna Fahle <jennafahle@gmail.com>  
**Sent:** Monday, September 28, 2020 11:09 AM  
**To:** Pearson, Alene  
**Subject:** re: DRAFT Adeline Corridor Plan

**WARNING:** This email originated outside of City of Berkeley.  
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Berkeley Planning Commission,

I live in North Berkeley, but I'm concerned that parts of the Adeline Plan could hurt efforts to build new affordable housing citywide. I support the city's MOU with BART, but in its current iteration the Adeline Plan contradicts that MOU and circumvents the CAG, which is not done with zoning the BART stations yet. As a Berkeley resident, I ask that the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. I want to see sorely-needed housing built at both of our BART stations and mixed income developments will get us a higher number of affordable homes, faster. Don't downzone South Berkeley!

**Lapira, Katrina**

---

**From:** aaron foxworthy <ajfox4@yahoo.com>  
**Sent:** Monday, September 28, 2020 11:01 AM  
**To:** Pearson, Alene  
**Cc:** All Council; Harrison, Kate  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am appalled to hear that in this time of housing crisis, the City of Berkeley is deliberately squandering a golden opportunity to create housing and benefit the existing community. I am asking that you rectify this travesty-in-progress and take action to revise the Draft Adeline Corridor Plan with the following considerations:

1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed. Please don't waste precious Berkeley tax dollars on a downzoning proposal that is almost certainly illegal and will be challenged (speaking as a disinterested land use attorney). If there is anywhere in Berkeley where greater density is appropriate, it is the Adeline Corridor. We already know that the Ashby BART is underutilized. **This stretch of Adeline Street is CAVERNOUSLY huge and can easily accommodate greater density without compromising liveability**, in fact reducing the street size and bringing in more Berkeley residents is a great step towards a better and safer Adeline Street. I bike and drive this stretch many times a week, going to Berkeley Bowl, Flaco's, Eastern Hardware and, during normal times, Ashby BART. I know what I'm talking about.

2) Respect the time and money spent on the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART. 0% of 100 is still ZERO. I realize that some believe only 100% affordable housing is appropriate for this site. As you have heard from several affordable housing experts, this proposal is infeasible to finance and will result in a zombie Corridor Plan that never gets implemented. Will you act like Trump and ignore your experts in favor of wishful thinking, or will you have some courage and advocate for a denser, mixed-income proposal that also guarantees right of return for any residents or businesses displaced due to construction?

3) Reject the go-slow development process currently proposed. I know some on the subcommittee are, rightly, concerned about displacement from a large increase in adjacent housing. But South Berkeley needs more housing for all income levels NOW, not in twenty years. **The solution IS NOT to stick one's head in the sand and hope the problem will go away.** South Berkeley is already experiencing displacement, and it will not stop due to inaction. We need more mixed-income housing in the Adeline corridor, and couple that entitlement with preferences for new affordable

units coming online that will benefit current residents displaced by Ellis Act eviction, no-fault OMI and other drivers of displacement. But if we don't have more housing, we won't have a place for our existing residents to land if they are displaced. Don't repeat the mistake of San Francisco in the southeast neighborhood, gentrification came and with no new housing to retain existing residents, the African American population is down almost 10% from two decades ago. Please do better.

Thank you,

Aaron Foxworthy  
1701 Dwight Way

**Lapira, Katrina**

---

**From:** John Hall <johnhallv@gmail.com>  
**Sent:** Monday, September 28, 2020 11:34 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
John Hall  
Stuart Street  
South Berkeley Resident

**Lapira, Katrina**

---

**From:** Caleb Jones <calebandrew42@gmail.com>  
**Sent:** Monday, September 28, 2020 10:53 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

To uphold our shared values of sustainability and equal opportunity, I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Caleb Jones  
1525 Alcatraz Avenue  
South Berkeley Resident

**Lapira, Katrina**

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**From:** Daniel Jurnove <daniel.jurnove@gmail.com>  
**Sent:** Monday, September 28, 2020 10:23 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Daniel Jurnove  
1638 Prince St  
South Berkeley Resident

**Lapira, Katrina**

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**From:** Jeremy Kaller <jeremymkaller@gmail.com>  
**Sent:** Monday, September 28, 2020 9:54 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

We are in full support of the wishes of South Berkeley Now:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,

Jeremy and Shelly Kaller  
Otis Street Homeowner  
South Berkeley Resident



**Lapira, Katrina**

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**From:** Forest Kaser <forestkaser@gmail.com>  
**Sent:** Monday, September 28, 2020 10:51 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Forest Kaser  
Russell St  
South Berkeley Resident

**Lapira, Katrina**

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**From:** Michael Katz <mqkatz@gmail.com>  
**Sent:** Monday, September 28, 2020 10:30 AM  
**To:** Pearson, Alene  
**Subject:** Adeline Corridor Plan hearing (9/16 & 9/30, item 10): Please maximize (100%) affordable housing

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Members of the Planning Commission,  
As a Berkeley resident, I support the Friends of Adeline's demands for the Adeline Corridor Plan. I further urge the Commission to endorse the most ambitious, inclusive proposal that has emerged in the Adeline Corridor Subcommittee for the Ashby BART site itself: 100% affordable housing, achieved with phased development as necessary.

Berkeley's annual Housing Pipeline Reports have consistently shown overproduction of market-rate and luxury housing, compared to our city's regionally assigned targets, combined with severe underproduction of affordable housing. Our two BART lots are among the few places where Berkeley can begin to address our glaring gap in "missing middle" and affordable housing.

Public land should be used for public benefit. This is true more than ever in 2020 – a year of widespread misfortune, belatedly acknowledged inequities, and reckoning. Let us be bold, and demand fully affordable housing on BART land.

Thank you for considering this perspective.

Respectfully yours,  
Michael Katz  
Berkeley 94709

**Lapira, Katrina**

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**From:** Csilla Kenny <toth.csilla97@gmail.com>  
**Sent:** Monday, September 28, 2020 9:44 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by getting rid of the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

We have to respect the MOU process and propose projects that will actually get built. It doesn't help anyone to have 100% affordability of nothing. South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Csilla Kenny  
2337 Parker Street  
South Berkeley Resident

**Lapira, Katrina**

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**From:** Serena Lim <sernecat@gmail.com>  
**Sent:** Monday, September 28, 2020 10:52 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**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 Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following four instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.
- 4) Simplify the zoning code language and standards that apply to property owners of existing buildings along the Adeline corridor who wish to make improvements that will result in more housing.

My family is rooted in South Berkeley and owns an old building on Adeline Street, in the heart of the Adeline corridor, that was originally built as apartments over retail shops. In the 1970's, the apartments were converted to offices, and in the last decade my brothers and I have dreamed of renovating it back into a mixed use building so we can afford to live in (or in my case, return to) Berkeley. Unfortunately, the current zoning code subjects our lot to R-4 standards, which means that although the proposed use is allowed by-right on our lot, we would have to go through a lengthy UP/PH process that is also cost-prohibitive for us at this time. Not only this, but the zoning codes applicable to our project are often unclear, involving what seem like circular references and contradictory language.

Reusing and improving existing buildings is the MOST sustainable form of urban development, because the resources and materials that go into building anything new, including high-performance buildings, have an immediate carbon impact that pumps CO2 into our atmosphere right now, at this critical moment when we need to stop adding carbon to the atmosphere in order to avoid even-more-catastrophic climate change in coming decades.

These zoning code revisions are an opportunity to simplify the zoning process and incentivize the renovation and adaptive reuse of Berkeley's existing older building stock. Please require the Planning Commission Subcommittee to simplify the zoning code language and standards that will apply to existing buildings seeking to create new housing.

South Berkeley needs more housing for all income levels NOW, not in twenty years!

Thank you,  
Serena Lim  
2974 Adeline Street  
South Berkeley Resident

**Lapira, Katrina**

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**From:** mmancuso <m2mancuso@gmail.com>  
**Sent:** Sunday, September 27, 2020 9:41 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Michele Mancuso  
Stuart Street  
South Berkeley Resident

**Lapira, Katrina**

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**From:** Blaine Merker <blaine@gehlpeople.com>  
**Sent:** Monday, September 28, 2020 11:59 AM  
**To:** Pearson, Alene  
**Cc:** Kesarwani, Rashi  
**Subject:** Re Ashby Plan rezoning for Planning Commission

**WARNING:** This email originated outside of City of Berkeley.  
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I'm writing in regard to the Planning Commission's consideration of the draft Adeline Corridor Plan (ACP) this Wednesday 9/30.

In my capacity as an appointed member of the North Berkeley/Ashby Bart Citizens Advisory Group (CAG), I have two strong concerns about both the content of the Draft ACP and the process by which the Planning Commission is examining it this week.

- 1) The CAG was formed at the direction of City Council after the City of Berkeley entered into an [MOU with BART](#). The CAG's charge is to consider the zoning for North Berkeley and Ashby stations, and to make recommendations to the Planning Commission consistent with BART's TOD goals, Berkeley policy and popular desires to accommodate affordable housing and build good neighborhoods, and the requirements of state law. These recommendations need the full CAG meeting process to play out, which is not scheduled to finish until later this year. By considering or potentially approving a draft of the ACP at this time, the Planning Commission would be abridging a critical public process and contradicting the will of City Council and the agreement made with BART. Doing so would send a harmful signal to a partner agency that Berkeley doesn't have its act together, to put it bluntly.
- 2) The current content of the ACP is troublesome. It calls for downzoning from FAR 4.0 to FAR 2.0-2.5 and lowering 1 story or up to 15 feet in height. These provisions are inconsistent with the area's importance as a high capacity transit neighborhood and contradict Berkeley's policies of climate action and providing housing options. Lowering the housing potential of the neighborhood is the opposite direction from where the city should currently be going. As inconsistent as these changes in the ACP are however, they should be worked out in the context of the CAG first so that the current process can be correctly followed.

Respectfully,

Blaine Merker  
1624 Acton Street, Berkeley

**Lapira, Katrina**

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**From:** Frances Moore <fmoore@ucdavis.edu>  
**Sent:** Monday, September 28, 2020 8:55 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

- 1) Adopt zoning for more housing along the Adeline Corridor -- don't downzone as currently proposed,
- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Frances Moore  
Channing Way  
South Berkeley Resident



**Lapira, Katrina**

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**From:** Matt Nichols <mattnichols2929@gmail.com>  
**Sent:** Monday, September 28, 2020 12:01 PM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** The Adeline Plan should Respect the BART MOU

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 Planning Commissioners -

The current draft Plan recommended by the Adeline Corridor Subcommittee for adoption by the full Planning Commission has major problems.

I'm ashamed of Berkeley for playing procedural tricks on our regional partners, BART, and State laws to provide housing.

The Subcommittee has added language requiring 100% affordable housing at Ashby BART.

Sounds good, but the language contradicts the BART MOU that the City Council unanimously adopted. BART has repeatedly objected to this recommendation, and it threatens getting any new homes built on the BART parking lots. The controversial provisions create confusion about the planning process by usurping the role of the recently formed BART MOU Community Advisory Group (CAG), and they include requirements that would actually reduce the total number of low-income homes we could build by severely restricting the feasibility of the Ashby BART development overall. See the BART letter on page 183 of Supplemental Communications 1 from Sept 16 packet.

Second, the Subcommittee's proposed new zoning does not increase housing density in the Adeline Plan transit area. Rather it reduces housing density which constitutes an illegal downzoning under state law.

Finally, the Subcommittee has proposed that the Adeline Plan be implemented over twenty years. We need more housing for all income levels NOW, not over two decades.

Remove the provisions in the Adeline Plan that contradict the BART MOU and that BART identified in their Sept 14 letter to the Planning Commission. Maximize the number of low income homes that will be built on Ashby BART rather than requiring a percentage -- building at least 500 below market and low income homes on Ashby BART. Increase the base zoning and the incentives of the Adeline Plan area so more housing and more affordable homes are likely to get built in our neighborhood.

Regards,

Matt Nichols

**Lapira, Katrina**

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**From:** Andy Pinost <andypinost@gmail.com>  
**Sent:** Monday, September 28, 2020 9:35 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

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Dear Planning Commission and Berkeley City Council:

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- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Andy Pinost  
Fairview Street  
South Berkeley Resident

**Lapira, Katrina**

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**From:** Peter Richmond <peter.richmond@gmail.com>  
**Sent:** Monday, September 28, 2020 10:18 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Adeline Plan and Ashby BART housing

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Dear Planning Commission and Berkeley City Council:

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- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
Peter Richmond  
2919 Lorina St, Berkeley, CA 94705  
South Berkeley Resident

**Lapira, Katrina**

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**From:** AnMarie Rodgers <heyanmarie@gmail.com>  
**Sent:** Monday, September 28, 2020 9:38 AM  
**To:** Pearson, Alene  
**Cc:** All Council  
**Subject:** Woolsey Street Neighbor Comments on Adeline Plan and Ashby BART housing

**WARNING:** This email originated outside of City of Berkeley.  
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Dear Planning Commission and Berkeley City Council:

As Berkeley homeowners, living on Woolsey between Shattuck & Telegraph, we are invested in our neighborhood. I have seen an armed robbery at 6pm while coming home from BART. The lack of vitality makes walking precarious at night. More neighbors would be welcome.

Pls send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

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- 2) Respect the ongoing Berkeley/BART MOU process by deleting the 100% affordable requirement at Ashby BART, and
- 3) Reject the go-slow development process proposed by the Subcommittee.

South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,  
AnMarie Rodgers & Jewlia Eisenberg  
South Berkeley Residents

Date: September 28, 2020

To: Planning Commission

From: Peter Waller, Betsy Thagard, Teresa Clarke South Berkeley Now! Steering Committee Member

Re: Adeline Plan - Remove phased development concept from Adeline Plan/Ashby BART

Dear Commissioners,

We are writing to respond to Commissioner Wrenn's letter of September 14<sup>th</sup> addressing "Why there should be a plan goal of phased development of 100% below market affordable housing at Ashby BART". We respect the work Commissioner Wrenn has done on behalf of this community over many years but in this case Commissioner Wrenn is putting his own judgement ahead of a full and thoughtful community process that has already been approved by Council.

The MOU with BART was based on the May 2019 ACP draft which included a goal of 50% affordability area wide (Policy 3.7) but set no specific standard for Ashby BART. It was only after the MOU was approved that members of the Planning Commission subcommittee led by Commissioner Wrenn added the goal of 100% affordability at Ashby BART. The goal of 50% affordable housing area wide came out of the robust ACP community process, and we strongly support that goal. The 100% affordability goal at Ashby BART did not come out of that same community process. It was added by the ACP Subcommittee with little no evaluation of the pros and cons, and the Subcommittee did not reach consensus on this addition. More importantly, this move preempts the Community Advisory Group (CAG) process approved unanimously by the City Council. If we support the community process, we need to allow the CAG the opportunity to review all the options in the context of a financial analysis and make an informed recommendation back to this Commission, and not have these decisions preempted by the subcommittee with no consideration of the understanding of the underlying feasibility.

### **Public Lands for Public Good**

We all agree that the value of public land owned by BART must be used for public benefit. But that does not translate into building only subsidized housing on public land. Reserving public land for 100% affordable housing may be workable on smaller sites such as the Oxford Tract mentioned by Commissioner Wrenn. But re-building the 8 acre Ashby BART station area as a diverse, vibrant and walkable transit hub will require extensive upfront investment in infrastructure, road narrowing, open space, and ground floor space for businesses and public amenities. The value of public land can be harnessed in various ways, including by extracting a fee from a private developer for the right to build on that land, and using those fees to finance infrastructure, open space, road diets and more affordable housing. On large scale projects such as Ashby BART we will have more success delivering the maximum in affordable housing and the maximum in community benefits if we are creative about how we use the value of public land.

### **Regional Examples of Affordability**

We are familiar with many of the active bay area projects on public lands. To our knowledge there are no large projects in the Bay Area that have found a way to reach beyond 50% affordability while also funding the necessary infrastructure, open space and other public benefits requested by the community. Jumping from 50% affordable to 100% affordable is a huge leap that could result in no project whatsoever, or a project that delivers far fewer units than our BART station can actually accommodate. Commissioner Wrenn mentioned Fruitvale Village in Oakland as an example that

approaches 100% affordable housing on public lands. Fruitvale Village is a great place but when complete it will have taken 25-plus years to build 322 total units, way less than the 1000 units that may be possible at Ashby BART. Reference projects are useful but we need to understand the important nuances of scale and schedule.

### **Achieving 50% Affordability Throughout the Adeline Corridor**

We agree that one scenario for achieving the community goal of 50% affordability area wide is to build more than 50% affordability at Ashby BART. But there are other scenarios for reaching that goal that require further consideration. There is also an important discussion for our community to have about whether it is best to concentrate our affordable housing investment at Ashby BART or whether it is best to have that investment distributed throughout our neighborhood so that residents at all income levels have choices of where to live. Let's look at all the options and find the right balance that works in our community.

### **Phased Development**

Commissioner Wrenn proposes that housing at Ashby can be developed over the 20 year life of the plan. We do not have 20 years to address displacement and the climate crisis. With a strong partnership with BART we can get this built in 10 years with a higher number of total affordable units than what a phased plan could achieve, a permanent home for the Flea Market and critical reduction in roadways necessary to transform this station into an integrated part of our community.

### **Conclusion**

We are proud to be part of a South Berkeley Community that has high aspirations around climate change, housing justice, and a deep commitment to preserving and rebuilding the Black Community in our neighborhood. But those aspirations are meaningful only if we find a path to implementation and take real action. Commissioner Wrenn has outlined a set of goals with limited analysis of how we actually get there. Please take a step back and vote for the flexible language recommended by staff regarding affordable housing at Ashby BART and let's stay on track with the CAG process to find a way forward that works best for our South Berkeley community and for the entire city.

Peter Waller  
Carleton Street, Berkeley

Teresa Clarke  
Otis Street

Betsy Thagard  
Carleton St.