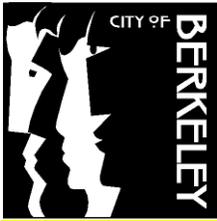


Appendix A

Notice of Preparation (NOP) and NOP Comments



Planning and Development Department
Land Use Planning Division

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED ASHBY BART STATION AND NORTH BERKELEY BART STATION TRANSIT-ORIENTED DEVELOPMENT ZONING STANDARDS

The City of Berkeley is preparing a Draft Environmental Impact Report (EIR) for the Ashby BART Station and North Berkeley BART Station Transit-Oriented Development (TOD) Zoning Standards Project (“the Project”) and is requesting comments on the scope and content of the Draft EIR. The Draft EIR will address the potential physical and environmental effects of the Project for each of the environmental topics outlined in the California Environmental Quality Act (CEQA).

The City of Berkeley is the Lead Agency for the Project. This notice is being sent to the California State Clearinghouse, Alameda County Clerk, adjacent cities, and other interested parties. When the Draft EIR is published, a Notice of Availability of a Draft EIR will be sent to Responsible Agencies, other public agencies, and interested parties and individuals who have indicated that they would like to review the Draft EIR.

Responses to this Notice of Preparation (NOP) and any questions or comments should be directed in writing to: *Alisa Shen, Principal Planner, Planning and Development Department, 1947 Center Street, 2nd Floor, Berkeley, CA 94704; or ashen@cityofberkeley.info*. Comments on the NOP must be received **on or before December 21, 2020**. In addition, comments may be provided at the EIR Scoping Meeting (see below). Comments should focus on: possible impacts on the physical environment; ways in which potential adverse effects might be minimized, mitigated or avoided; and alternatives to the proposed project.

EIR PUBLIC SCOPING MEETING: The City of Berkeley will conduct a public scoping session on **December 2, 2020** as part of a regularly scheduled Planning Commission meeting. The meeting will start at **7:00 PM** and be held via video and teleconference only. Interested parties should check the Planning Commission website for information on how to join the meeting and to confirm the meeting date, time, and agenda: https://www.cityofberkeley.info/Clerk/Commissions/Commissions_Planning_Commission_Homepage.aspx

PROJECT TITLE: Ashby BART Station and North Berkeley BART Station Transit-Oriented Development Zoning Standards Project

PROJECT LOCATION: The project location consists of the Ashby BART Station site and the North Berkeley BART Station site.

The Ashby BART station site consists of two parcels: a 4.4-acre parcel that makes up

the block surrounded by Adeline Street, Ashby Avenue and Martin Luther King Jr Way, which includes the station building and surface parking; and a 1.9-acre surface parking lot located on the north side of Tremont Street on the block surrounded by Woolsey Street, Tremont Street, Adeline Street and Essex Street in south Berkeley (see Figure 1). The Ed Roberts Campus is located between the two parcels.

The North Berkeley BART Station site includes an 8.1-acre property currently occupied by the station entrance building, surface parking, and a BART operations building, on the block surrounded by Sacramento Street, Delaware Street, Acton Street and Virginia Street in north Berkeley. The Station site also includes three auxiliary lots, located north and west of the 8.1-acre property along the Ohlone Greenway: a 0.75 acre surface parking lot at the northwest corner of the intersection of Acton and Virginia Streets; an 0.44 acre surface parking lot located on the west side of Franklin Street between Virginia and Cedar Streets; and an 0.64 acre parcel currently occupied by the Peralta and Northside Community Gardens located between Peralta and Northside Avenues (see Figure 2).

PROJECT SPONSOR: City of Berkeley

EXISTING CONDITIONS: The project sites consist of two regional transit stations (the Ashby BART Station and North Berkeley BART Station). Both BART stations are located in urbanized areas and are generally surrounded by residential and mixed-use development.

The Ashby BART station west parking lot is currently zoned South Area Commercial (C-SA). The 1.9-acre east parking lot located east of the Ed Roberts campus is zoned Multiple Family Residential (R-3).

The North Berkeley BART station is current zoned Unclassified (U) and the three auxiliary parking lots are zoned Single Family Residential (R-1) and Restricted Two-family Residential (R-2A).

PROJECT DESCRIPTION and BACKGROUND: California Assembly Bill (AB) 2923, passed in 2018, requires the adoption of TOD zoning standards for BART-owned properties within ½-mile of station entrances in Alameda, Contra Costa and San Francisco counties that establish specific local zoning requirements for height, density, parking, and floor area ratio. The Project includes development of standards that comply with AB 2923 and are guided by additional City policy priorities related to affordable housing, an overall emphasis on social equity, and development without displacement. In 2020, the City of Berkeley began a community planning process to develop zoning/site planning scenarios for the Ashby and North Berkeley BART stations to refine into final zoning standards that comply with AB 2923.

According to AB 2923, zoning standards developed for the Ashby and North Berkeley BART stations must allow the following:

- Development at a density of 75 units per acre (or higher)
- Development at a height of 7 stories (or higher)
- Development with a Floor Area Ratio (FAR) of 4.2 (or higher)

In addition, the following parking standards are required:

- No minimum required vehicle parking
- No more than one vehicle parking space per unit is permitted
- A minimum of one bicycle parking space per unit

The proposed Project involves updating the City's zoning standards at the station sites to comply with AB 2923. The zoning at the Ashby and North Berkeley BART stations will primarily permit housing, but will also likely permit other non-residential uses such as retail, community-serving uses and civic spaces. The proposed Project would also constitute an update to the General Plan and potentially require changes to the Adeline Corridor Specific Plan (if adopted prior to the adoption of the BART TOD zoning). The proposed Project does not involve any specific development projects, but rather consists of land use and policy changes that could encourage new development.

The AB 2923 assumptions outlined above will be used to analyze potential environmental impacts of development that could be encouraged by the land use regulation changes in the proposed Project. At the Ashby BART station, the EIR will evaluate the impact of up to 1,200 dwelling units and 50,000 square feet of non-residential space that would be constructed, distributed between the 4.4-acre station site and the 1.9 acre surface parking lot east of the Ed Roberts campus. At the North Berkeley BART station, the EIR will evaluate the impact of up to 1,200 dwelling units, as well as 25,000 square feet of non-residential space, located on the main 8.1-acre station site. The three auxiliary lots located northwest of the station along the Ohlone Greenway are not anticipated to include any new development. Per the Memorandum of Understanding (MOU) between BART and the City of Berkeley, and due to their location directly above the underground BART right of way, it is anticipated that these lots would include only surface infrastructure enhancements.

These buildout assumptions are based on a reasonable maximum building envelope, taking into account the AB 2923 requirements, state and local land use regulations and other constraints of the sites. Any future development project proposed pursuant to these land use changes would be subject to its own project-level environmental analysis under CEQA.

More information about the project can be found on the City's website:

<https://www.cityofberkeley.info/bartplanning/>

POTENTIAL ENVIRONMENTAL EFFECTS: The proposed project may result in potentially significant environmental effects to the following: Air Quality, Cultural and Tribal Cultural Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Land Use and Planning, Population and Housing, Public Services and Recreation, Transportation, and Utilities and Service Systems. All of these environmental factors will be analyzed in depth in the Draft EIR. Other issue areas, including Aesthetics, Agriculture and Forestry Resources, Biological Resources, Geology and Soils, Mineral Resources, and Wildfire, are anticipated to have no impacts or less than significant impacts.

The Draft EIR will also examine a reasonable range of alternatives to the proposed project, including the CEQA-mandated No Project Alternative and other potential

alternatives that may be capable of reducing or avoiding potential environmental effects while generally meeting the Plan objectives.



Alisa Shen, Principal Planner

Date of Distribution: November 20, 2020

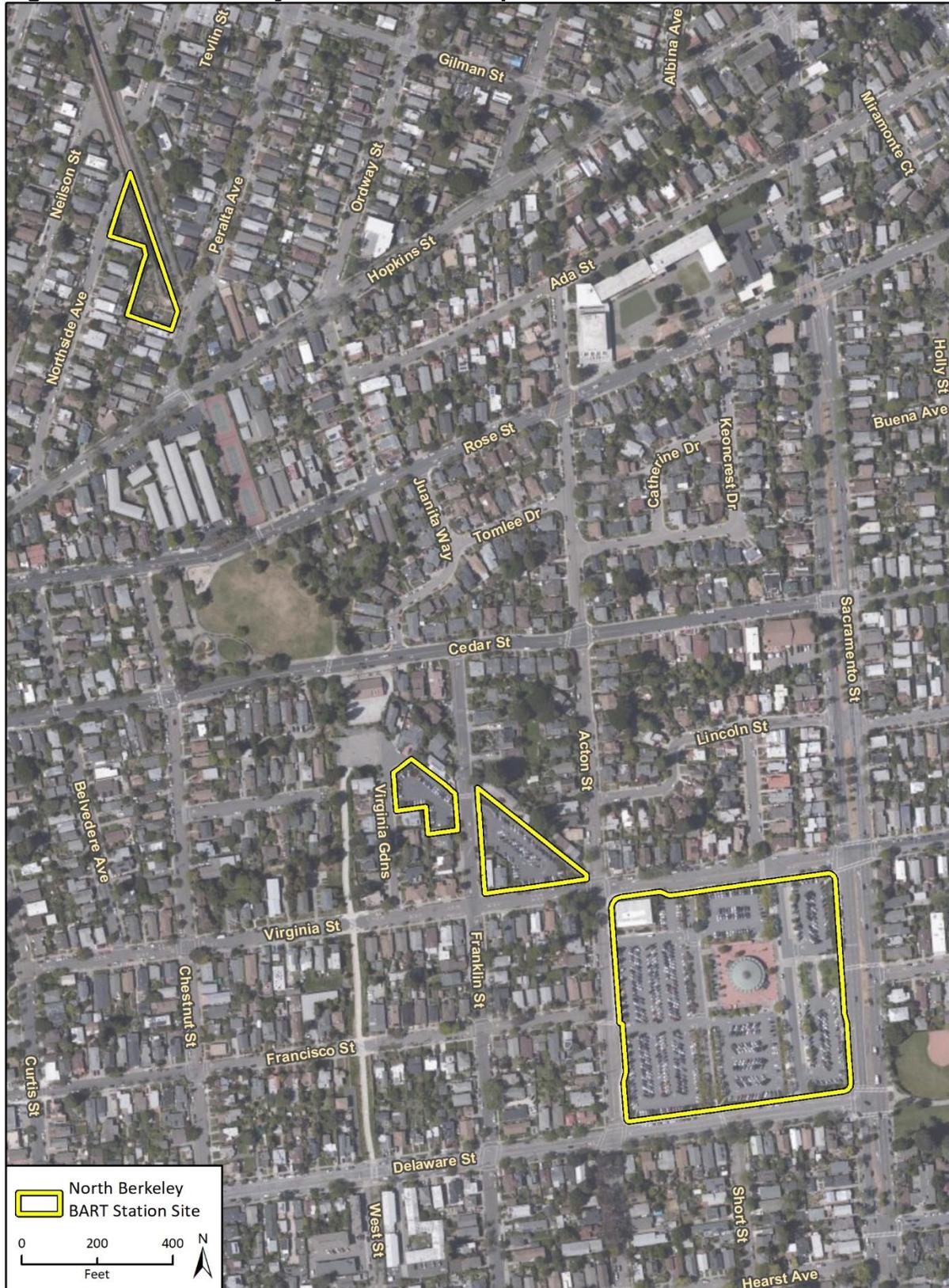
Attachments: Figure 1: Ashby BART Station Map
Figure 2: North Berkeley BART Map

Figure 1 Ashby BART Station Map



Fig 2 Project Location_Ashby

Figure 2 North Berkeley BART Station Map



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig 2 Project Location_N Berkeley

Karly Kaufman

From: Mary Lai <mary@bigtoad.com>
Sent: Thursday, December 10, 2020 1:58 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: North Berkeley Neighborhood Alliance
Subject: Keep North Berkeley development to 4 stories maximum!

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.

Please - no high rise building at this site! And why, with the unknowns of how the virus will mutate and how long we will need to isolate, would we want to build a building where people would have to squeeze into an elevator to leave their apartments?

We need light and air to stay healthy, and a high rise is NOT going to provide that. And the neighbors will lose their light and air as well.

YES, the politicians in Sacramento have mandated 7 stories, but do we have to knuckle under? Let's build housing that serves people, not housing that someone (who isn't a planning professional) tells us to build.

Respectfully yours,

Mary Lai
Age 78, resident of California & Delaware since 1963

Karly Kaufman

From: Lynda Caesara <lcaesara@hotmail.com>
Sent: Sunday, December 13, 2020 6:16 PM
To: Shen, Alisa
Subject: Height of the Bart Development at North Berkeley Bart

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

Hi ,
I live a block and a half from the Bart station. It is important the Bart development fit the neighborhood. We have apartments now in the neighborhood. i.e The Parc apartments on Delaware that are still advertising for tenants. There are many Market rate housing already in Berkeley and already being built. We need affordable housing not more market rate housing.

Putting up to 1100 units is more than the neighborhood can absorb. I understand that under AB2923 the site must be zoned for 7 stories. But this needs to be the maximum. No more than 7.
Since the MOU states a commitment to respecting the neighborhood context That means that the site should be zoned for no more than 4 stories. Ideally four in the middle dropping to two on the outside.

Please don't overload our neighborhood with more people than we have parking for. It is absurd to think that people won't have a car in the neighborhood. How does one shop at Costco without a car. You can't just decide that families won't need and use a car.

I want an affordable , contextual and energy efficient development that will enhance the neighborhood and the city.

Thank you,
Lynda Caesara

Lapira, Katrina

From: Lynda Caesara [mailto:lcaesara@hotmail.com]
Sent: Wednesday, December 2, 2020 10:40 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: North Berkeley Bart Housing Project

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

To Whom it may concern,

I am concerned about the project at the North Berkeley Bart Station. I understand that the project must comply with the minimum standards set by the state.

If the Bart lot is 8.1 acres and the minimum is 75 units per acre that totals 600 units which in and of itself is an enormous addition to the neighborhood. If 1200 unit are proposed and you have 2 or 3 people per unit- a minimum, you are adding over 3,000 people to the neighborhood. It is likely to be more than that.

This neighborhood can't absorb more than 3,000 people. There are 61 people housed on my block both sides of the street. You are likely to double the existing population in the neighborhood.

We don't have enough resources for double the population. There aren't enough parks. The parks in the neighborhood are already crowded. We don't have enough street parking. We may overload sewage, gas and electrical services. Please truly consider what you are asking the neighborhood to absorb.

Thank you,
Lynda Caesara
1619 Virginia ST.
Berkeley, Ca 94703.

Karly Kaufman

From: Lois Cantor <locando@comcast.net>
Sent: Thursday, December 10, 2020 11:58 AM
To: Shen, Alisa
Subject: BART

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.
Lois Cantor
1629 Sacramento St.

Karly Kaufman

From: Leonard Mudrock <lmudrock@icloud.com>
Sent: Thursday, December 10, 2020 3:39 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: Leonard Mudrock
Subject: North Berkeley BART planners

WARNING: This email originated outside of City of Berkeley.

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

Dear City of Berkeley BART planners,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 4 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Please think about comparing to maximum of 4 to 5 stories along busy University Ave between San Pablo Ave and Martin Luther King Jr. Way. It's fair to the height maximum in the neighborhoods in a distance radius. Delaware Street should not be busy and shows stepping down to two at the perimeter-this fits in with the surrounding residences. Also, "^^" shaped roof is appropriate to match with the surrounding residences' homes (not flat roof at the top).

Thank you.
Leonard Mudrock
1408 Delaware Street

Berkeley, CA 94702
(Across the street - North Berkeley BART parking lot)

Lapira, Katrina

From: Laura Klein [mailto:lauraanneklein@gmail.com]

Sent: Tuesday, December 1, 2020 7:38 PM

To: Shen, Alisa <AShen@cityofberkeley.info>

Subject: Message for the Planning Commission re Wednesday Dec. 3rd meeting on scoping North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

Dear Members of the Planning Commission,

Thank you for all your work on this project. I live one block away from the site, and am supportive of housing being built. Here are my concerns about the environmental impact of the North Berkeley BART station project:

- The surrounding neighborhood consists of mostly one-to-two story homes, with a few low rise apartment buildings. **I support housing 2 stories at the perimeter, 4 stories in the center.** The proposed 1200 units of housing is WAY out of scale and would have a drastic effect on the surrounding community. This is not in keeping with The City of Berkeley's General Plan support for maintaining character of the neighborhoods. AB2923's characterization of the station as "Urban Area" was erroneous, and high rise buildings are completely out of place here. This is not a downtown, or a commercial area.
- I would like to see **affordable** housing be built here-it's public land, and should be for the public good.
- I'd like to see this be a **green** development-an inspiring example of truly environmental building, with solar power, grey water recycling, and other state of the art energy efficiency measures. This is a chance for the City of Berkeley to lead the way!
- I am very concerned about the **environmental impact of 800+ commuters who will no longer have a place to park**, and therefore will be cruising the neighborhood. This will cause increased emissions, noise, traffic and congestion. I am a senior and a working musician. When I come home with multiple bags of groceries or heavy musical equipment, I need to park close to my home. (I don't have a usable driveway.) The area will become a parking nightmare without replacement parking for commuters.

Thank you very much

Sincerely,
Laura Klein
1519 Virginia Street
Berkeley, CA 94703

Kevin James and Tom Reilly
1450 Keoncrest Drive
Berkeley, CA 94702
December 2, 2020

Members
Berkeley Planning Commission

Ladies and Gentlemen:

We write to express our concerns about the nature and scope of the proposals for development of the parking lot at the North Berkeley BART station for housing. We would support the construction of housing at the parking lot if the housing to be built were affordable housing and if the development were of the same approximate size and scope of the housing that has been built on such major nearby thoroughfares as University Avenue and San Pablo Avenue. But the currently contemplated development of the parking lot suffers from several major flaws. First, most of the units to be built will be market rate units and not affordable units; this means that the development will do little to ease the Bay Area's housing crisis. Second, the parking and traffic impacts of the development have been wished away; BART appears to assume that the residents of the apartment complex will not use cars. They will. Finally, the contemplated height of the apartment complex is entirely out of scale with the surrounding neighborhood of single-family homes. Indeed, it is taller than any of the apartment buildings that have been built on nearby commercial thoroughfares, and it is taller than the apartment buildings under construction next to the Fruitvale and Coliseum BART stations, and near the planned Berryessa/North San José station.

I. The parking lot at the North Berkeley BART station should be developed for affordable housing. The parking lot is publicly owned land, and it should be put to a use that will provide the greatest benefit to the public: construction of affordable housing for the teachers, city employees, plumbers, auto mechanics and baristas who work in Berkeley. All of the proposals for the development of housing at the North Berkeley BART station, however, assume that more than 70% of the housing that will be built will be market rate housing – i.e., expensive housing for well-paid professionals who work in other cities. This is squandering the opportunity that development of the North Berkeley BART station presents: BART faces no land acquisition costs and can take longer to recoup its development and construction costs than can any private developer. BART can and should ensure that at least half of the units built at the site are affordable units and, to that end, should choose a non-profit housing developer as its partner on the project.

Moreover, there is no shortage of market rate housing locally. BART has not yet tenanted the massive towers of “luxury apartments” (as they have been advertised) that it built at the MacArthur station, and there are human-scale, market-rate apartment buildings within a quarter mile of the North Berkeley BART station (e.g., “The Parc at 1300”) that have been seeking tenants for at least the past six months.

II. The proposals for the development of housing at the North Berkeley BART station include little to no parking for the people who will live in the new apartment complex. BART assumes that, if the residents of the new apartment complex do not have parking spaces, they will not have or use cars. This is wishful

thinking. While the residents of the new apartment complex may take BART to their jobs in Oakland or San Francisco, they will use cars for many other purposes – to shop, to take their children to preschool and school (children in Berkeley do not necessarily attend the elementary school nearest their home), to attend worship services, for medical appointments, etc. BART was designed and functions as a commuter rail service: it moves people from distant suburbs to downtown Oakland and downtown San Francisco. It is not an urban subway system. It does not reach most of the places that residents of the East Bay visit on a regular basis. Moreover, the North Berkeley BART station is on the Richmond line. This means that, even when BART is running normally, trains come only once every twenty minutes evenings and Sundays and that there is no direct service to San Francisco at those times. (The lack of direct service is significant; in our experience, the timed transfers at the MacArthur and 19th Street stations fail at least half the time evenings and weekends). This means that, as a practical matter, people in North Berkeley who want to travel to San Francisco in the evening or on the weekend find it much faster to drive into the City.

Moreover, even before the pandemic severely curtailed its operations, BART had suffered a marked decline in the quality of its service. Outside of commute hours, train cars frequently reeked of weed, and contained puddles of vomit, urine, and beer. Sexual harassment of female patrons was common, and assaults on passengers were not unusual.¹ BART ridership was falling even then as a result of these problems.² As such, the residents of any apartment complex likely to be built at the North Berkeley BART station are likely to use cars evenings and on weekends.

Much as we might prefer that everyone in Berkeley used public transportation and bicycles for all their transportation needs, the residents of the apartment complex to be built at the North Berkeley BART station will use cars. They will, therefore, significantly increase the vehicle traffic on nearby roads. If they own those cars, they will need a place to park them. If insufficient parking spaces are created for their cars, they will park them on the streets of North Berkeley adjacent to the North Berkeley BART station. While those streets are subject to a Residential Preferential Parking (RPP) system, the residents of the new apartment complex will likely manage to obtain parking permits enabling them to park on nearby streets. (Even if the City of Berkeley solemnly promises that the apartment complex residents will *never* be eligible for residential parking permits, the complex residents will eventually succeed in changing the City's policy. The residents of the apartment complex will, after all, constitute a substantial number of voters.)

If the residents of the apartment complex to be built at the North Berkeley BART station do not own their own cars, they will use Uber and Lyft for many of their trips. From a traffic congestion and environmental perspective, this would be far worse than if the residents owned and used their own cars: a 2019 study conducted in San Francisco found that “[an]Uber [or] Lyft [vehicle is] empty either waiting for a ride request or heading to pick up a passenger roughly half of the time [the] vehicle is on

¹ BART's statistics may not reflect the scope of the problem. In 2019, one of us was assaulted at the Lake Merritt BART station. The assailant left quickly, and we had no idea who he was. As there were no injuries, we did not report the incident.

² Swan, Rachel. “Flagging ridership puts BART in budget bind, raises specter of more fare hikes.” *San Francisco Chronicle*, 9 May 2019. Indeed, BART's weak financial position likely explains both the massive size of the proposed development of the North Berkeley BART station and the relative lack of affordable housing in any of the proposals.

the road.”³ The last thing we want is for the residents of the new apartment complex to rely on Uber and Lyft because BART failed to create an adequate number of parking spaces for them when it developed the property.

Accordingly, a thorough analysis of any proposal for construction of housing at the North Berkeley BART station must include an honest appraisal of the traffic and parking impacts of the new housing. Pretending that the residents will rely on BART for most or all of their transportation needs is naive if not intellectually dishonest.⁴

III. Several of the proposals under consideration for the development of housing at the North Berkeley BART station contemplate the construction of at least a seven-story apartment building. This is because BART has designated North Berkeley as an “urban neighborhood/city center,” requiring the City of Berkeley to zone the site to permit the construction of at least seven stories. But BART’s designation of the site appears so unwarranted as to be arbitrary and capricious: the surrounding streets consist primarily of one and two-story single-family homes, and buildings on the nearest commercial thoroughfare, University Avenue, are no more than four or five stories. Accordingly, construction at the site should be limited to four or five stories, as it would be if it were located on University Avenue. (Berkeley’s zoning practices hardly constitute the sort of exclusionary zoning that would justify BART to ride roughshod over them. Although Berkeley has less developable space than most cities in the Bay Area, it has built hundreds of new housing units in the past decade in downtown Berkeley, along the San Pablo corridor and along University Avenue.) Indeed, BART’s contemplated development of a seven to fifteen story building at the North Berkeley BART station is inconsistent with its ongoing development of four and five story apartment buildings adjacent to the Fruitvale and Coliseum BART stations, and with the construction of five story apartment buildings near its new station in North San José.

Assembly Bill 2923 was adopted to allow BART to develop transit-oriented housing in communities that had long used their zoning laws to prevent development. Instead of using its authority under AB 2923 to develop housing in such communities, it is using that authority at a site that local authorities were already planning to develop, with broad community support and in accordance with local zoning requirements that have allowed the development of a significant amount of housing in the past decade. Sadly, none of the projects that BART is considering creates a significant amount of affordable housing; as such, none of those projects, if built, will do anything to ease the Bay Area’s housing crisis. Moreover, BART assumes away the significant increased traffic and parking problems that will be created both by the development of housing at the North Berkeley BART station and by the elimination of most of the commuter parking at the station. Finally, BART is misusing its authority – giving a site in a neighborhood of single-family homes the same designation that it would give a site in downtown San Francisco – in

³ Rodriguez, Joe Fitzgerald. “Uber and Lyft traffic impacts double SF’s own estimates.” *San Francisco Examiner*, 5 August 2019.

⁴ Similarly, a thorough analysis of any proposal or construction of housing at the North Berkeley BART station must include an honest appraisal of the traffic and parking impacts of eliminating approximately 600 parking spaces for commuters at the station. Pretending that all the commuters who currently park at the station will commute to the station by bus or bicycle is wishful thinking. They might, instead, drive to San Francisco or Oakland; this would significantly increase traffic congestion and automobile emissions. Alternatively, they might commute to the North Berkeley BART station by Uber or Lyft. This would result in roughly double the current level of congestion and automobile exhaust created by those commuters.

order to build an apartment complex that is far taller than its surroundings and which is taller than the new housing now being built near other BART stations. BART should, instead, work closely with the City of Berkeley to develop an apartment complex roughly four or five stories high, with adequate parking for residents, and with a minimum of 50% affordable units. It should also work closely with the City to determine how best to address the loss of commuter parking spaces at the North Berkeley BART station: assuming that all of the commuters no longer able to park at the station will instead ride the bus to the station is not adequate analysis or a practical solution.

Sincerely yours,

Kevin James
Tom Reilly

Karly Kaufman

From: Elana Naftalin-Kelman <elanank@gmail.com>
Sent: Friday, December 11, 2020 11:49 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART

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

Good Afternoon,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Elana Naftalin-Kelman (1680 Short St.)

Karly Kaufman

From: Kathy Tuttle <kathy.tuttle@comcast.net>
Sent: Sunday, December 13, 2020 9:57 PM
To: Shen, Alisa
Subject: Development of Housing at North Berkeley BART

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

Dear Planning Commission:

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Sincerely,
Kathleen Tuttle
1451 Virginia Street

Karly Kaufman

From: Sbcglobal <kathy_jo@sbcglobal.net>
Sent: Sunday, December 13, 2020 4:18 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Development at North Berkeley BART

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

I am a resident of North Berkeley and would like to see that development at the North Berkeley BART is no more than four stories, stepping down to two at the perimeter. This would be more in keeping with the surrounding neighborhood. High-rise housing would not be appropriate at this site.

Thank you.

Kathleen Jo
1440 Lincoln Street

Karly Kaufman

From: Karl Goldstein <kgoldstein46@gmail.com>
Sent: Sunday, December 13, 2020 5:02 PM
To: Shen, Alisa
Subject: N. Berkeley BART development

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.
Karl Goldstein

Lapira, Katrina

From: Pearson, Alene
Sent: Wednesday, December 2, 2020 11:41 AM
To: Lapira, Katrina
Subject: FW: BART development

From: Karl Goldstein [mailto:kgoldstein46@gmail.com]
Sent: Wednesday, December 2, 2020 11:37 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: BART development

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

To the Planning Commission:

I am a resident of Berkeley, and want the North Berkeley station site developed in a way that is:

- **Liveable:** A project that harmonizes with, and does not overshadow the neighborhood: four story center stepped down to two-story soft perimeter.
- **Greener than green:** A net-zero, energy-efficient project.
- **Affordable:** 100% affordable for middle- and low-^(SEP)income renters and buyers, with a nonprofit housing organization as builder.
- **Access to BART:** Safe, timely, guaranteed access to the station for all riders and **no** increased traffic/parking/congestion around the station.

This land was paid for by taxpayers and should not be used to enrich BART and private developers. We already have a glut of market rate housing in Berkeley. Public land for the public good!

*Sincerely,
Karl Goldstein
1376 Virginia Street
Berkeley, CA 94702*

Karly Kaufman

From: karen sumner <kjsumner@gmail.com>
Sent: Sunday, December 13, 2020 3:54 PM
To: Shen, Alisa
Subject: N berkely 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.

hello,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site. This is a residential neighborhood.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

I believe the housing should be priced at a rate that would help people who work in our community to actually live here.

Thank you.

Karen Sumner
1659 Short St
Berkeley

Karly Kaufman

From: Julio Remelexo <remelexojulio@gmail.com>
Sent: Sunday, December 13, 2020 7:53 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Development at North Berkeley Bart

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

Hi,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Julio Barreto
1721 Sacramento St
Berkeley, CA 94702

Karly Kaufman

From: JULIA HUGHES <juliajnyahjulio@gmail.com>
Sent: Sunday, December 13, 2020 7:52 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART development

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

Hi,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Julia Hughes
1721 Sacramento St
Berkeley, CA 94702

Lapira, Katrina

From: Pearson, Alene
Sent: Wednesday, December 2, 2020 10:05 AM
To: Lapira, Katrina
Subject: FW: Proposed bldg N Berkeley BART

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

From: Judy Peck [mailto:canarsiesfriend@icloud.com]
Sent: Wednesday, December 2, 2020 10:02 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: Proposed bldg N Berkeley BART

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

Dear Ms. Pearson and Planning Commission, I live on Virginia St., 4 houses from the corner of Acton (NW corner of main N Berkeley BART parking lot) and across the street from one of the smaller lots. The proposed large development of a 7-storey building and 1200 units of housing at N Berkeley BART is totally inappropriate. This neighborhood has one- or two-storey houses or apartments. Please study this issue and you will see such a large, high development does not belong. The city should be suing BART for the erroneous and harmful classification of the area as urban.
Judith Peck, 1366 Virginia

Sent from my iPhone

Karly Kaufman

From: Judy Massarano <jmassarano@gmail.com>
Sent: Sunday, December 13, 2020 9:19 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: BART plans

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 am a resident of North Berkeley.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is **no more than 4** stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used **for the public good**. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Judy Massarano

Attachments area

Lapira, Katrina

From: Pearson, Alene
Sent: Wednesday, December 2, 2020 10:26 AM
To: Lapira, Katrina
Subject: FW: BART ZONE Environment Review

From: john tozer [mailto:jvtozer@sonic.net]
Sent: Wednesday, December 2, 2020 10:25 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: BART ZONE Environment Review

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 Sir/Madam:

There are many standard areas that are covered in an environmental review. I believe the following areas also need to be examined regarding the effect to the environment and the zoning of BART Parking Lots at Ashby and North Berkeley:

1. The parking issue needs to be examined because of the size of the project and the over flow of vehicles into the neighborhood for parking. Especially the issue of self drive vehicles and those how cannot or no longer drive who will be able to have vehicles in the future because of the ability of the vehicle to self drive. Many older people have given up driving because their reduced driving skill and safety to the general public. With the advent of self-drive vehicles, it is expected that there will be increase in the use and ownership of vehicle by people who do not drive now.
2. The size of the buildings will cause the signals for cell phones, televisions, music system etc. to be impacted and may cause significant degradation of the signals for these devices.
3. The increased number of residents in both areas will cause a significant increase in garbage - does the City of Berkeley currently have the resources to deal with these large increases in garbage and the landfill to dump this increase in garbage.
4. As the people in Berkeley have just witnessed a small seven story building burned on University Ave. and the fire department did not have the resources to totally put out the fire for three to four days. What will happen to the neighborhood if these large complexes are built without adequate fire protection.
5. The City of Berkeley has passed an ordiance that prohibits natural gas from being used in new construction. There is a waiver for high rise buildings - will these building be included in that waiver and what affect will it have on the City of Berkeley and the State California reaching its goals to meet climate change.
6. Many of the streets in both areas are very small and are already filled with cars. If there is an evacuation for some reason, how will the residents of these buildings be evacuated along with the current residence in the area.
7. What will be done to mitigate the shadows caused by these buildings.

Thank you for the work you are doing.

Yours truly,

John V. Tozer

1413 Cypress St.

Berkeley, CA 94703

Karly Kaufman

From: Joel Resnikoff <socialwks@hotmail.com>
Sent: Saturday, December 12, 2020 8:51 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: Basak Altan
Subject: North Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

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

We live at 1660 Short St, directly north of the North Berkeley BART station. The housing project there should be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but we understand that under AB2923, it must be zoned for at least that).

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter -- this fits in with the surrounding residences.

Remarkably, we have looked around Berkeley and **cannot find a single housing development which is 7 stories high**, let alone higher. We do not want high-rise housing at the site.

A major problem with this development is the **issue of parking**. If there is not a parking place for every apartment **and** for the BART riders who, pre-pandemic, filled the parking lots daily at N. Berkeley BART, the surrounding neighborhoods will be overrun with cars. We have lived in or tried to visit friends in cities with inadequate parking (San Francisco, Tel Aviv, Buenos Aires, Jerusalem, and even U.C.'s Albany Village) and it is a nightmare. Commuters from Grizzly Peak, Euclid, or Spruce will not suddenly begin riding bicycles or skateboards to the BART station in the morning if there is inadequate parking. They will either park on surrounding streets or skip BART and go back to commuting to work in their own cars -- not the direction we want to go in this age of global warming. The same is true for the thousand new neighbors who will be moving in across the street. They will still own cars and we, the existing neighbors and our guests coming to our homes, will be living in a traffic and parking nightmare. This may sound melodramatic, but we are only reporting on the reality which we and our friends have experienced elsewhere where there is inadequate parking.

Solar energy - We have invested \$20,000 in solar panels on our house. Highrise development at the BART site will block the southern sun and relegate our solar panels to the status of "useless". I would have never have expected such a situation in Berkeley, of all places, when we decided four years ago to invest in solar. The shadow of this housing will also impact many other residences which already have, or may want to invest in, solar power. In this age of global warming, this is, very simply, terrible planning.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and much more going up. The station is public land, and should

be used for the public good. We want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Joel and Irene Resnikoff
1660 Short St.

Karly Kaufman

From: Jodi Ravel <jodi.ravel@gmail.com>
Sent: Sunday, December 13, 2020 10:04 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Urgent: Uphold policy agreements and Respect the Context - No more than 4 stories at North Berkeley BART.

WARNING: This email originated outside of City of Berkeley.

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

Hello Berkeley Leaders,

I am a resident of North Berkeley and I live 3 blocks from the North Berkeley BART station. While I'm not particularly joyful about it, I do understand the need to reclaim some of the BART parking lot to accommodate housing, and that AB 2923 requires the area to be zoned for 7 stories. That said, and as I'm sure you completely know in your heart and mind, actually allowing building that high, in the middle of this completely residential neighborhood, is WAY out of scale. This is not a downtown shopping area, nor a major street/boulevard throughfare like San Pablo or University, and it is a completely different type of location than the Ashby BART station.

So - I am writing to encourage/plead/beg city leaders to have an open mind, humility and vision, and to listen to the recommendations of well-respected, Berkeley citizens who have studied the requirements, and offer a compromise to limit the building height to no more more than 4 stories with step down to 2 stories on the perimeter. This is a decent compromise that provides for many additional units, and ALSO respects the aesthetics and emotional feeling of this small neighborhood in Berkeley as much as possible.

To address the need for maximizing housing in Berkeley, please remember this is not the only place to build or zone housing in Berkeley. In fact, market rate housing is already going up and a lot more are planned/underway. For example, I have attached 2 photos of huge rental buildings on San Pablo that are not even full. Please note that these are 3 and 4 story buildings and you can see how overwhelming they already feel, so you can only imagine how a 7 story building would look and feel like tucked into a residential area.

The BART station is public land, and should be used and considered for the public good for ALL. I want affordable, contextual, energy-efficient, green, 21st century development that will enhance this neighborhood and the city, and not turn it into a reminiscent 1960s era Soviet-style looking neighborhood.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents **ALL commit to respecting the context in developing the North Berkeley BART site**. These current policy agreements must not be ignored. Contextual development for this neighborhood is **no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences**.

Thank you for listening to tax paying, voting, neighbors of the North Berkeley BART.

Jodi Ravel
1272 Francisco Street.

Photos are from San Pablo Avenue - between University and Gilman.



Lapira, Katrina

From: Pearson, Alene
Sent: Wednesday, December 2, 2020 11:05 AM
To: Lapira, Katrina
Subject: FW: NO on 1200 units for N Berkeley BART Station development.!!

From: Jodi Ravel [mailto:jodi.ravel@gmail.com]
Sent: Wednesday, December 2, 2020 11:03 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: Fwd: NO on 1200 units for N Berkeley BART Station development.!!

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

Hello

Please forward this for the record on upcoming City Council vote.

Even considering 1200 new units is totally crazy!! It is completely **out of proportion** to the area and unfair to the surrounding homes and community.

Also there are hundreds of units in developments already up and down San Pablo Avenue sitting empty. Take a look and focus on filling these first through incentives!!!!!!

Ask yourself, would you want 1200 new units built on YOUR street? I didn't think so.

NO on scoping for 1200 new units! It should be much much less.

Jodi Ravel
1272 Francisco St.

Karly Kaufman

From: Jason Warriner <jason.jaywar@gmail.com>
Sent: Thursday, December 10, 2020 12:13 PM
To: Shen, Alisa
Subject: North Berkeley BART development

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Jason

Karly Kaufman

From: J & J Schroeder <janicejimschroeder@gmail.com>
Sent: Thursday, December 10, 2020 5:00 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Re: Community Advisory Board meeting

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.

Mayor Arreguin, BART planners, City Council members,

I have lived in North Berkeley in a 480 square foot house for the past 42 years with my late husband and son. I remember Berkeley as a city with a much more diverse population and truly affordable housing/rental options. My neighborhood consisted of folks: of various cultures and many ethnicities, some people with disabilities, people of all ages, and many from the working class. There was a real sense of community.

I am writing to you because I want the North Berkeley BART to be zoned for a *maximum* of 7 stories, no more. We need truly affordable housing, energy-efficient units and units accessible for people with disabilities on fixed incomes.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter. This kind of development fits in with the surrounding residences. I do not want high-rise housing at the site.

There are a number of available market rate housing units, and lots more going up in Berkeley. Importantly, the North Berkeley BART station is **public** land. I strongly believe it should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city. Let us remember housing is a right, not a privilege!

Sincerely,
Janice Schroeder
1610 Curtis St.

Karly Kaufman

From: Elana Naftalin-Kelman <elanank@gmail.com>
Sent: Sunday, December 13, 2020 9:13 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office; Kesarwani, Rashi
Subject: building on north berkeley BART

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

To whom it may concern,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you,

Elana Naftalin-Kelman
1680 Short St.

Karly Kaufman

From: Eileen Hughes <jnyahsgrandma@gmail.com>
Sent: Sunday, December 13, 2020 9:29 AM
To: Berkeley Mayor's Office; All Council; bartplanning; Shen, Alisa
Subject: Fwd: Reminder: important call to action: send emails, speak up at tomorrow's CAG meeting!

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 am fully in support of the NBNA positions cited below. I am strongly opposed to high-rise development at the site.

N Berk BART development should be consistent with the neighborhood (2 stories outside, no more than 4 stories inside).

Parking sufficient for the new residents and for BART customers should be provided on the BART property. Residential parking permits should not be provided to new residents. The RPP should not be changed to allow new residents to park on the street, taking away parking from existing residents.

It's disturbing to see for-profit interests be considered at the expense of existing residents.

Public land for public good!

Sincerely
Eileen Hughes
1721 Sacramento Street
Berkeley CA 94702

Begin forwarded message:

From: North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>
Date: December 13, 2020 at 9:02:56 AM PST
To: North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>
Subject: **Reminder: important call to action: send emails, speak up at tomorrow's CAG meeting!**

Dear neighbors,

Please take these two important actions!

1. Attend and speak at the Community Advisory Board (CAG) meeting tomorrow! (Monday, December 14th, 6-9PM) This meeting will address the height and size of the development at N. Berkeley BART, so it's a crucial one. To ensure that you get to speak, join no later than 8PM, and "raise your hand" as soon as public comment begins. You will probably have 1-2 minutes. Our community has only one representative (Tony Corman) on the 15 member committee, so we must make our voices heard! Access the meeting agenda [here](#).

Meeting details:

To join from a computer or smartphone: <https://zoom.us/j/95548545979?pwd=NGF4RTNjMjE1UVJzZExsaDNzNnhGdz09>.

To request to speak, use the “raise hand” icon by rolling over the bottom of the screen.

To join by phone: Dial (669) 900-6833 and enter Meeting ID: 955 4854 5979. The Meeting Passcode is 716555 If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair.

Talking points:

- I live in North Berkeley- this is my neighborhood, and I want the housing at the BART site to be no more than 4 stories in the middle, 2 at the perimeter- appropriate for this low rise residential community.
- North Berkeley BART is not the only place to build housing in Berkeley. There's lots of market rate housing in Berkeley already, and more going up. This is public land and should be used for the public good- not for enriching BART and developers. Let's build a true paradise: contextual (low rise), affordable, and green (energy-efficient) housing.

2. Email the BART planners, Mayor and City Council. Copy and paste this message, or write your own, and send it to:

ashen@cityofberkeley.info, council@cityofberkeley.info, mayor@cityofberkeley.info

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site.

Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

(Your name and address)

Please spread the word: attached to this email is a pdf to print out & give to neighbors that are in agreement with these points. Bring three new people to tomorrow's meeting-our strength is our numbers!

Many thanks to everyone who came to the two membership meetings this week-great to see & hear all of you!

Your neighbor,
Laura

<NBNAhandout.pdf>

Karly Kaufman

From: Dorit Resnikoff <doritresnikoff@yahoo.com>
Sent: Friday, December 11, 2020 12:12 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART building proposal

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

Hello,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I grew up in the area, and I have been priced out by "market-rate" housing prices. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Dorit Resnikoff
1364 Francisco St.

Lapira, Katrina

From: Pearson, Alene
Sent: Wednesday, December 2, 2020 10:51 AM
To: Lapira, Katrina
Subject: FW: Plan to build housing at North Berkeley BART station

From: DAVID POPE [mailto:popedm@comcast.net]
Sent: Wednesday, December 2, 2020 10:51 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: RE: Plan to build housing at North Berkeley BART station

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

To the Planning Commission:

I live at 1635 Virginia St., a block and a half from the station. I am writing to express my opposition to any housing development at North Berkeley BART station at all.

David Pope

Karly Kaufman

From: Claudia <chava52@gmail.com>
Sent: Sunday, December 13, 2020 4:57 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office

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

I live half a block from the North Berkeley Bart station and want to underscore the need to build contextual housing there. The Bart station should be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.
Claudia Valas
1818 Short St, Berkeley, CA 94702

Lapira, Katrina

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

From: Catherine Fox [mailto:cevensfox@msn.com]
Sent: Wednesday, December 2, 2020 10:27 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: Transit housing at No Berk 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.

Ms. Pearson:

I support housing at North Berkeley BART that does not exceed 4 stories in height and honors the neighborhood that surrounds it. Suggestions that 1200 units might be built on the site are going to produce an enormous negative impact on the area: traffic, parking, pedestrian safety, etc. I do NOT support buildings that exceed 4 levels, and do not provide substantial affordable and low-income stock.

I have lived a block from the BART station since 1992, and recognize the need to provide affordable/below-market housing in our city. Yes to low-rise housing at North Berkeley BART.

Thank you.

Catherine Fox
Cevensfox@msn.com

Karly Kaufman

From: Basak Altan <basak.alt@gmail.com>
Sent: Friday, December 11, 2020 9:21 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Preserve the North Berkeley BART Neighborhood

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

Hello,

I am a resident of North Berkeley for over 18 years and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Basak Altan
1661 Short Street
Berkeley, CA 94702

Horner, Justin

From: Christopher Marks <CMarks@alamedactc.org>
Sent: Tuesday, December 22, 2020 2:11 PM
To: Shen, Alisa
Subject: Response to the NOP for
Attachments: Ashby_North_Berkeley_BART_TOD_Berkeley_NOP_20201221.pdf

WARNING: This email originated outside of City of Berkeley.

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

Hi Alisa,

Please see our agency's response to the NOP for the proposed Ashby BART station and North Berkeley BART station TOD Zoning Standards project. Please let me know if you have any comments or concerns.

Best,

Chris G. Marks, Associate Transportation Planner
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7453 direct dial | 510.208.7400 main line

Email: cmarks@alamedactc.org Website: www.alamedactc.org

Facebook: www.facebook.com/AlamedaCTC Twitter: [@AlamedaCTC](https://twitter.com/AlamedaCTC)



Our mission is to plan, fund and deliver a broad spectrum of transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Horner, Justin

From: Clarke Teresa <tkclarke2@yahoo.com>
Sent: Monday, December 21, 2020 10:43 PM
To: bartplanning
Cc: All Council; Berkeley Mayor's Office
Subject: BART EIR scoping

WARNING: This email originated outside of City of Berkeley.

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

Dear BART Planning Staff:

The EIR scoping should contemplate and study a much higher development intensity than the minimum required under AB 2923 and BART TOD for both the North Berkeley and Ashby BART stations. This means we should contemplate several stories higher than 7 stories, much, much, more density than 75 du/acre, and higher than 4.2 FAR.

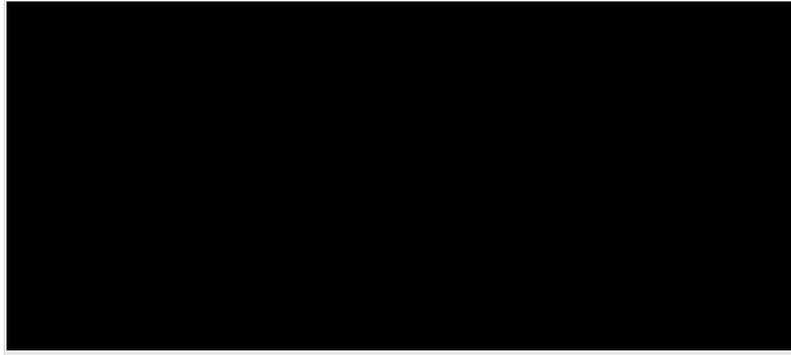
Currently, we have been told that the EIR is going to study 1200 units on each BART station. However, no information has been provided to the public with the reasoning on how staff and consultants came up with these numbers. The numbers appear to be somewhat arbitrary since the BART stations have different acreages, why would they have the same number of units? Please provide the reasoning that came up with these numbers before finalizing the EIR scoping, and allow the public to comment on this logic. It doesn't seem right that North Berkeley BART would have the same number of units when it has a larger acreage and north Berkeley has historically had exclusive and discriminatory single family zoning practices that have kept densities low.

Zoning plans are done every 20 years. However, building technology and codes are changing rapidly. The idea that the zoning heights should be limited based on current assumptions about building types and construction costs is bad planning. This mistake was done with the Adeline Plan by assuming some building types were not feasible, and the zoning was unnecessarily limited based on this initial assumption.

I suggest allowing zoning heights up to 10 stories on both BART stations. Step backs and step downs can be used to lower heights adjacent to lower density existing. Engineered steel building are becoming cost competitive and can go up to 10 stories. Recently completed project by CCDC and MEDA is a 9 story mid-rise see 1296 Shotwell and another is an 8 story with parking lifts at SAHA's Madison at 14th.

<https://medasf.org/programs/community-real-estate/1296-shotwell-street-affordable-senior-housing-in-the-mission/>

One of many 8 story buildings have been built around the East Bay.
[Madison at 14th Apartments | SAHA](#)



Density and Building intensity:

A current project I am working on that will be starting construction in March 2021:

8 stories,

87 units

230 du/acre

5.6 FAR including the structured parking lifts (BART's FAR does NOT include structured parking)

parking ratio=.45 = 39/87 .

Construction cost= \$44 Million = \$505/SF

The above is an affordable non-profit project and is very similar to the Madison at 14th project. If we want to maximize the affordable non-profit projects on BART we need to allow for at least this much intensity and density.

Please provide for a zoning envelope that is much higher than the minimums required. We need to allow maximum flexibility to create a lot of housing if we are to get anywhere near the 7700 units in our upcoming RHNA goals.

I also urge the city council to immediately direct city planning staff to begin study of re-zoning within 1/2 mile of the BART stations with an overlay of higher density. Single family zoning around our BART stations does not make any sense anymore. This should build on the discussion of housing at BART stations. We must move away from having such low density around transit. It is simply bad city planning.

Sincerely,

Teresa Clarke
resident of Berkeley
94703

Horner, Justin

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Friday, December 18, 2020 10:00 AM
To: bartplanning
Cc: Kesarwani, Rashi; Berkeley Mayor's Office; All Council
Subject: Re: Dec 16 CAG office-hours: I expect an apology

WARNING: This email originated outside of City of Berkeley.

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

Hello,

I would like to read the following statement at the beginning of the next public meeting about the BART developments (not yet scheduled?). I know I am a terrible public speaker, and I am sure my emotional distress of this topic, which makes it hard for me to breathe if I even start thinking of this, will make it even harder for me to be clear, but what I have to say needs to be heard, and I deserve just a few minutes of everyone's time and patience to say it.

By fabricating a fake racist history for personal gain, Barnali Ghosh has undermined efforts to gain acknowledgement of the true past racist practices that took place here. The acknowledgment of those past injustices are essential to us finding a path to healing from those wounds and to preventing future injustices. Banali Ghosh has made a mockery out of real struggles and hardships faced by families who were redlined into neighborhoods around the BART stations. She has acted as though racism is a toy that gets waived around by a spoiled child, just because she doesn't want to do the hard work on the CAG, of respectfully negotiating a great variety of needs and desires from the community regarding the future BART developments. I want civic policy, public projects, and developments to work towards fixing the racial inequalities inflicted in past, but by fabricating a false racist past which is the exact opposite of the true racist past in my neighborhood, her actions go directly against these very hard, and very real struggles. I need a public admission of wrong-doing by Barnali Ghosh. I also need her and all of the other members of the CAG committee, who did not call her out on this falsehood, to understand the depth and severity of this transgression.

Thank you,
Aimee

On Thu, Dec 17, 2020 at 4:52 PM aimee baldwin <junk.menagerie@gmail.com> wrote:

Unfortunately, I have another example from Dec 16th CAG office-hours of losing my trust in this CAG process. This is beyond what I was complaining about in my previous email, where I stated that the consultants who are in the development industry are pointedly guiding the final decisions of the CAG to be what developers want, without a fully open communal process. This is far more personally insulting and hurtful than just showing preference for one construction method over another.

I was deeply offended by Barnali Ghosh's condescending, self-righteous rant that she is trying to fight historic racism by insisting on maximizing units in super tall, dense developments at North Berkeley BART. She claims that it is the CAG's duty to ignore the vocalized desires against super tall buildings by the neighbors near North Berkeley BART because she claims its an historically privileged neighborhood with exclusionary practices, and neighbors are just trying to perpetuate racist policy.

My family was redlined into this neighborhood, where I still live, within two blocks of North Berkeley BART. If Barnali had been actually talking to more underprivileged neighbors, as she claims, rather than making up fictional narratives, she would know that we are not an historically privileged neighborhood. Much of the neighborhood around North Berkeley BART was the poorer "undesirable" redlined neighborhoods (it's easy to look up on historical redlining maps!), and there are still many of us families here who were redlined into living west/north of the BART station in the 1950s and 60s, back before BART even existed. We are not an "historically privileged" community, as she wants to claim. I am insulted that she is pretending to want to fight racism, by erasing my family's legacy of getting redlined into this neighborhood, because it doesn't suit her desired outcome in the CAG's final decisions.

When Barnali does not even know what Berkeley's historically racist policies have been, it is deeply offensive to families who lived through that racist policy, that she is allowed to disingenuously claim special understanding of racism, and any more of these kinds of

claims she makes should not be tolerated. I do not want her to falsely use racism as an excuse to disregard honest viewpoints expressed by actual local residents during public comments, when she finds them to conflict with her own viewpoints.

Giving Barnali a platform to disseminate outright lies about Berkeley's racist past, will perpetuate misconceptions about the hardships my family and many others faced, and mislead Berkeley's consultants, employees, committee members, and members of the public into promoting and making misdirected permanent civic policies that have no connection to any _actual_ social justice. I want assurances that if Barnali is not dismissed from her role in the CAG, that at least the CAG will not tolerate any future outbursts of this nature. I need Barnali to make a public apology during one of our publicly attended BART planning meetings, *without the condescending attitude*, admitting that she was trying to manipulate Berkeley's racist history so that she could justify throwing out public comments in conflict with her own agenda. Apparently the other members of the CAG were completely fine accepting Barnali's self-appointed authority on racist history, and I can't believe that I am supposed to trust this process or any of these people who have been put in charge for the final decisions that are made. How could the other attendees of the CAG workshop not speak out against her lies? Do absolutely none of the other CAG members or committee members know that areas around North Berkeley BART were historically redlined neighborhoods? Do I chalk it up to ignorance or complicity, that nobody else was going to call this out? I was offered no apology when I spoke up about this during the office-hours, and I am not willing to accept "short on time" as an excuse.

I suspect the reason that Barnali thought she could claim to speak for victims of historic racism is that she is aware that so few of us show up to civic meetings. I know that my legacy redlined neighbors are not involved with city politics, and aren't going to come out to be vocal during this process. Nor are any of the Section 8 residents of the area. As I also stated in my previous email, the people who get involved in things like this BART station planning are generally educated; in the industry; privileged enough to understand how to navigate political process, have internet and have free time; and tend to be white: who are raised with the expectation that their voices would be heard and respected in political processes. If I had not sat in on the office-hours because I am simply trying to understand concepts like FAR, who would speak out against these falsehoods? How many other times has Barnali, or anyone else, been allowed to assert false narratives during planning meetings, because people who share my family's history in Berkeley are not in attendance to call out the lies? How many times are we given false information, but because we don't have specialized knowledge, we can't debate its credibility?

Just because Barnali has brown skin, it does not give her the right to rewrite history. Barnali's angry, entitled, sanctimonious attitude that she thinks her opinions matter more than anyone else's, is completely unprofessional and inappropriate to the setting of a civic meeting where disparate ideas will inevitably come in conflict. Her behavior foments conflict, and her negative attitude accepted during this process will hinder our ability to bring seemingly different ideas together smoothly. I still think it could be possible for the neighbors who want low rise buildings to find some physically taller buildings acceptable if we can use the right design, and if they do not simply get their ideas shut down condescendingly. Keeping open, respectful communication between neighbors is an essential element of what makes a neighborhood livable, even though it is not a tangible part. I would like to think I can approach my neighbors and have a civil discussion about our concerns, even if our ideas are conflicting. I would hope this civic process of the CAG would be the same. With so many differing ideas of what the final BART developments need to be, it is inevitable that many desires will need to be compromised, but I had expected that the CAG members would be better able to maintain respect and civility in the process. I didn't expect such condescension, manipulation and deception would be used in an attempt to completely shut out voices of the public.

Having sat through so many CAG meetings, I now understand better why so many neighbors are very fearful of what is going to be built on the BART station. After yesterday's office hours, I am left hurt, angry, suspicious of city appointees, and totally distrustful of the civic process. If entire carefully selected civic committees accept easily disprovable false "racist" history, which is being fabricated entirely to shut down undesirable viewpoints, how many other false narratives and outright lies are being pushed on the community to shut out unwanted viewpoints? I'm not even sure who I can complain to about this, because I don't know if the people in charge of the original appointments to the CAG committee made their selection to create a bias to suit their interests.

Aimee

Horner, Justin

From: Aviv Schifrin <asmusic39@gmail.com>
Sent: Friday, December 18, 2020 12:26 AM
To: bartplanning; +council@cityofberkeley.info; +mayor@cityofberkeley.info
Subject: All I want for North Berkeley BART is...

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Desired uses

- Mixed income housing with the highest number of subsidized affordable homes possible.
- The majority of North Berkeley's users do not come via car. Prioritize the safety of cyclists, pedestrians, and others. More car parking = more car traffic
- Improved walkways for people who walk to and from the station (current conditions have many pedestrians walking across wide intersections/roadways and through a parking lot which is not fun or safe)
- With regards to parking, drivers with disabled placards should have priority (with some spaces for carpools and electric vehicles as well). Aside from those uses, we should have an extremely limited number of parking spaces for new residents' private cars for BART. When possible, we should prioritize housing people who won't bring private cars.
- In order to allow as many people who currently drive to BART to get there by other means, AC Transit's buses should be more frequent (and they or The City Of Berkeley should have a route on Sacramento-Monterrey-Solano), and The City Of Berkeley's bikeways should be expanded and made safer.
- Easy access for buses and cars to drop off and pick up passengers on Sacramento Street.

Community amenities

- I want a public plaza for all to enjoy, not just residents or commuters
- We need bike share and lots of secure bike parking for commuters
- Complete the Ohlone Greenway from the corner of Virginia & Acton to Ohlone Park, with a much better intersection at Sacramento at the very least.
- Community space for non-profits and neighborhood groups to rent
- Small commercial spaces that are affordable to different kinds of businesses
- On-site retail will help generate much needed revenue to pay for vital infrastructure

Zoning standards/building form

- Transit-oriented housing is eco-friendly and desirable; let's bring as many new neighbors to North Berkeley as possible by zoning for more than the minimum height
- Invite cross-pollination between new neighbors and existing residents with neighborhood-facing stoops, open space, and an enhanced Greenway

- **Density is good.** Density brings street life, better public transit, better services, and more revenue to pay for all of that

Horner, Justin

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Thursday, December 17, 2020 4:53 PM
To: bartplanning
Cc: Kesarwani, Rashi; Berkeley Mayor's Office; All Council
Subject: Re: Dec 16 CAG office-hours: I expect an apology

WARNING: This email originated outside of City of Berkeley.

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Unfortunately, I have another example from Dec 16th CAG office-hours of losing my trust in this CAG process. This is beyond what I was complaining about in my previous email, where I stated that the consultants who are in the development industry are pointedly guiding the final decisions of the CAG to be what developers want, without a fully open communal process. This is far more personally insulting and hurtful than just showing preference for one construction method over another.

I was deeply offended by Barnali Ghosh's condescending, self-righteous rant that she is trying to fight historic racism by insisting on maximizing units in super tall, dense developments at North Berkeley BART. She claims that it is the CAG's duty to ignore the vocalized desires against super tall buildings by the neighbors near North Berkeley BART because she claims its an historically privileged neighborhood with exclusionary practices, and neighbors are just trying to perpetuate racist policy.

My family was redlined into this neighborhood, where I still live, within two blocks of North Berkeley BART. If Barnali had been actually talking to more underprivileged neighbors, as she claims, rather than making up fictional narratives, she would know that we are not an historically privileged neighborhood. Much of the neighborhood around North Berkeley BART was the poorer "undesirable" redlined neighborhoods (it's easy to look up on historical redlining maps!), and there are still many of us families here who were redlined into living west/north of the BART station in the 1950s and 60s, back before BART even existed. We are not an "historically privileged" community, as she wants to claim. I am insulted that she is pretending to want to fight racism, by erasing my family's legacy of getting redlined into this neighborhood, because it doesn't suit her desired outcome in the CAG's final decisions.

When Barnali does not even know what Berkeley's historically racist policies have been, it is deeply offensive to families who lived through that racist policy, that she is allowed to disingenuously claim special understanding of racism, and any more of these kinds of claims she makes should not be tolerated. I do not want her to falsely use racism as an excuse to disregard honest viewpoints expressed by actual local residents during public comments, when she finds them to conflict with her own viewpoints.

Giving Barnali a platform to disseminate outright lies about Berkeley's racist past, will perpetuate misconceptions about the hardships my family and many others faced, and mislead Berkeley's consultants, employees, committee members, and members of the public into promoting and making misdirected permanent civic policies that have no connection to any _actual_ social justice. I want assurances that if Barnali is not dismissed from her role in the CAG, that at least the CAG will not tolerate any future outbursts of this nature. I need Barnali to make a public apology during one of our publicly attended BART planning meetings, *without the condescending attitude*, admitting that she was trying to manipulate Berkeley's racist history so that she could justify throwing out public comments in conflict with her own agenda. Apparently the other members of the CAG were completely fine accepting Barnali's self-appointed authority on racist history, and I can't believe that I am supposed to trust this process or any of these people who have been put in charge for the final decisions that are made. How could the other attendees of the CAG workshop not speak out against her lies? Do absolutely none of the other CAG members or committee members know that areas around North Berkeley BART were historically redlined neighborhoods? Do I chalk it up to ignorance or complicity, that nobody else was going to call this out? I was offered no apology when I spoke up about this during the office-hours, and I am not willing to accept "short on time" as an excuse.

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Just because Barnali has brown skin, it does not give her the right to rewrite history. Barnali's angry, entitled, sanctimonious attitude that she thinks her opinions matter more than anyone else's, is completely unprofessional and inappropriate to the setting of a civic

meeting where disparate ideas will inevitably come in conflict. Her behavior foments conflict, and her negative attitude accepted during this process will hinder our ability to bring seemingly different ideas together smoothly. I still think it could be possible for the neighbors who want low rise buildings to find some physically taller buildings acceptable if we can use the right design, and if they do not simply get their ideas shut down condescendingly. Keeping open, respectful communication between neighbors is an essential element of what makes a neighborhood livable, even though it is not a tangible part. I would like to think I can approach my neighbors and have a civil discussion about our concerns, even if our ideas are conflicting. I would hope this civic process of the CAG would be the same. With so many differing ideas of what the final BART developments need to be, it is inevitable that many desires will need to be compromised, but I had expected that the CAG members would be better able to maintain respect and civility in the process. I didn't expect such condescension, manipulation and deception would be used in an attempt to completely shut out voices of the public.

Having sat through so many CAG meetings, I now understand better why so many neighbors are very fearful of what is going to be built on the BART station. After yesterday's office hours, I am left hurt, angry, suspicious of city appointees, and totally distrustful of the civic process. If entire carefully selected civic committees accept easily disprovable false "racist" history, which is being fabricated entirely to shut down undesirable viewpoints, how many other false narratives and outright lies are being pushed on the community to shut out unwanted viewpoints? I'm not even sure who I can complain to about this, because I don't know if the people in charge of the original appointments to the CAG committee made their selection to create a bias to suit their interests.

Aimee

Horner, Justin

From: Cece Littlepage <cecelittlepage@gmail.com>
Sent: Thursday, December 17, 2020 4:47 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office; Kesarwani, Rashi; bartplanning
Cc: North Berkeley Neighborhood Alliance
Subject: Follow-up on CAG meeting 12/14

WARNING: This email originated outside of City of Berkeley.

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All-

I attended the CAG meeting on 12/14 and spoke briefly toward the end. I made a number of notes and would like to offer some thoughts and ideas appropriate to the current planning for the NB station.

- I spoke on green space in the development, in particular surrounding it. I'm a horticulturist and landscape contractor of 40 years experience, and my eye goes to the landscape architectural aspect of a plan. Here's what I noted:
 - There is virtually no planting shown for the areas between the buildings and the sidewalk and the sidewalk and the street, thus creating a very stark streetscape. Adding space for shrubs and trees will benefit the residents, the neighbors, and the environment. Even good architecture needs the softening and grounding that plants provide. Personally, I would be happier with one (only) center building of the several at 7 stories to allow for more green space than with unrelenting blank architecture facing the streets.
 - Most of the interior courtyards are located in the shadow of what will be the tallest buildings, which, in our cool climate, will make them unappealing, even unusable, except for during extreme heat waves. Few plants are happy in heavy shade and grass will die out. Location of communal outdoor spaces should be rethought with this in mind.
- There was discussion about retail- whether or not to include any, and, if so, what kind. Reflecting on the topic, I've come up with what I believe to be an original concept: homegrown mini-retail. This would consist of mini-sized retail spaces which could be located on the street or in an arcade. Rental fees would be kept moderate, and the spaces would be offered to local makers- craftspeople, artists, for example- as well as other small local retail businesses. Leases would be offered first to building residents and surrounding neighbors. This use of retail space would be a good combo with social services, which were proposed as an adjunct or replacement for retail, and would also present little competition to our existing local retailers.
- IT was proposed that our RPP area be changed to allow for 4 hour non-resident parking instead of the current 2 as a way to replace lost parking at the station. NO! Do not crowd our streets, do not make us park far from our own homes! If the current development plans are deficient in their arrangements for resident and BART commuter parking, that should be remedied in the planning now. The neighborhood should not be forced to bear the brunt of bad planning.
- There were a couple of speakers who claimed that "people have been unfairly excluded from the NB BART neighborhood" and thus maximum units should be built. Bullshit. When I moved to Acton St. 35 years ago, my block was a nice and friendly mix of races, ethnicities, and economic classes. As those folks have moved or died, their homes have entered the market at current outrageous prices, sadly unaffordable to all but the wealthy. This is what has changed the character of our neighborhood, not any attempt, desire, or intention to exclude anyone.

Thank you for reading and considering my comments, thoughts and feedback are welcome.

Sincerely,

Cece Littlepage
1618 Acton St. 94702
510-381-3772

Horner, Justin

From: Grace Do <xgrace@gmail.com>
Sent: Thursday, December 17, 2020 4:38 PM
To: Berkeley Mayor's Office; Shen, Alisa; All Council
Subject: North Berkeley BART Development

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want contextual, energy-efficient development, with maximum affordability, that will enhance our neighborhood and our city.

Thank you for your time,

--

Grace Do
1479 Lincoln St, Berkeley CA 94702

Horner, Justin

From: Alisa <moonmom@sbcglobal.net>
Sent: Thursday, December 17, 2020 6:12 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: My comment after the Dec 14th CAG meeting on North Berkeley Bart

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Devin Cory
1803 Mcgee Ave
Berkeley CA
94703

Horner, Justin

From: Emily Castelli <emilycastelli@gmail.com>
Sent: Wednesday, December 16, 2020 7:15 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: BART residences

WARNING: This email originated outside of City of Berkeley.

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I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Emily Castelli
1287 francisco St, Berkeley, Ca 94702

Horner, Justin

From: Sue Martin <getmesue@gmail.com>
Sent: Wednesday, December 16, 2020 6:59 PM
To: bartplanning
Subject: Please add me to list of poeple to be notified

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 Alisa,

Please add my name and email to the notification list so that I am notified of meetings related to the TOD at NB BART.

Thank you!

Have a lovely holiday season.

warmly,
Sue

Horner, Justin

From: Irene Rice <ir07441@gmail.com>
Sent: Wednesday, December 16, 2020 4:18 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office

WARNING: This email originated outside of City of Berkeley.
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City of Berkeley:

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.) Concerned citizens have addressed this with the City multiple times; please respect the opinions and good will of North Berkeley residents.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site. Crowding residents into a small space seems wrong as we struggle with a pandemic easily spread. How about moving City attention toward Solar/Climate Change - utilizing all the great minds of Berkeley and the University system. Lead the CA movement toward healing the planet and creating novel ideas for energy use; reduce all the car traffic - set an example for other cities!

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.
Irene Rice, North Berkeley Resident

Horner, Justin

From: Wilson, Jacqueline <Jacqueline.Wilson@ucsf.edu>
Sent: Wednesday, December 16, 2020 2:34 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley 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.

I live very near the North Berkeley BART and want it to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for my friendly neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site and don't want to lose the family character of my neighborhood.

This is not the only place in Berkeley to build housing. Shattuck, University, and San Pablo are great places for more housing in fact there is a large amount of building going on in these locations already. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Also please consider the effect on my neighborhood of all the new residents and commuters driving endlessly around looking for parking. Existing residential parking restrictions must be maintained so my family, neighbors and their children can safely walk and bike in our neighborhood.

Thank you,

Jacqueline Wilson and Family
1556 Sacramento Street
Berkeley 94702

Horner, Justin

From: Dmitriy Shirchenko <caldima@gmail.com>
Sent: Wednesday, December 16, 2020 2:15 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Dmitriy Shirchenko
1479 Lincoln St, Berkeley, CA 94702

Horner, Justin

From: Carol Hirth <chirth@mac.com>
Sent: Wednesday, December 16, 2020 2:13 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Housing at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

As a resident of North Berkeley, I want the North Berkeley BART to be zoned for a maximum of 4 stories, no more. 7 stories is way out of scale for this neighborhood, more than 7 is outrageous!

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. **Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.**

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. **I want contextual, energy-efficient development, with maximum affordability, that will enhance our neighborhood and our city.**

Thank you.

Carol Hirth
1309 Cornell
94702

Horner, Justin

From: Michael Katz <mqkatz@gmail.com>
Sent: Wednesday, December 16, 2020 11:17 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART: "Contextual" zoning, vision statement, and design criteria

WARNING: This email originated outside of City of Berkeley.

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

Dear BART CAG members and staff, Mayor Arreguin, Councilmember Hahn, and Council colleagues, I'm a North Berkeley resident, who depends on the North Berkeley BART station for access to BART's network. I ask that the zoning, "vision statement," conceptual designs, and development criteria that you produce for housing at this station reflect the following community benefits and (widely shared) community desires:

- Zone for a maximum of 7 stories, no higher. (AB 2923's misclassification of this residential neighborhood requires 7-story zoning, even though that's out of scale and inappropriate. Don't compound this bad bill's errors by zoning higher.)
- The "contextual" criteria that this community was promised for the ultimate development project: No higher than four stories at the center, stepping down to two stories at the edges, to blend in with the historically low-rise surrounding neighborhood.
- Maximum affordability of the units built here. Public land should be used for the public good.
- 100% replacement of current commuter parking. If short-distance drivers are denied convenient access to BART, many of these "choice" commuters will simply abandon transit and drive all the way to their workplaces in San Francisco or the Pleasanton/580 tech corridor. This will be a failed "transit-oriented" development project if it actually reduces net BART ridership, and worsens our city's climate impacts.
- Minimize retail and "plaza" follies: Public spectators to CAG meetings have heard sound arguments that struggling nearby commercial districts on University and San Pablo don't need onsite retail competition at the BART station. We've also heard that construction of "public plazas" would be just ridiculously expensive, bleeding tens of millions of dollars from needed housing. Just preserve ample surface parking at this station. As recent years have shown, this site's parking can be converted in off-hours to farmer's markets, food-truck villages, and performance spaces. All while preserving the commuter parking needed during business hours.

The City of Berkeley's General Plan, the Berkeley/BART MOU, and BART's own documents all commit to developing the North Berkeley BART site in a way that respects the neighborhood's historic and physical context. Please honor those controlling documents and commitments, and make this project a consensus success that will serve as a model for developing other outlying BART stations.

Thank you for considering these comments.

Respectfully yours,
Michael Katz

2117 Rose Street, Berkeley 94709

Horner, Justin

From: Leslie Valas <vffam5@gmail.com>
Sent: Wednesday, December 16, 2020 10:09 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Norht Berkeley Bart development

WARNING: This email originated outside of City of Berkeley.

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As I stated at the CAG meeting this week, during Public Comment, I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. 7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that. Many, many of my neighbors ALSO stated this preference. If affordable housing is the issue of concern, the units should be 100% in this category, with no need for any commercial development on this property. University Avenue has many unused and empty storefronts. We are within easy walking distance to preschools, food markets, and a neighborhood small market (Cedar Market) that serves the neighborhood very well. Commercial development at the station will only increase the likelihood of neighborhood businesses failing due to unfair advantage given to newcomer businesses.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Leslie Valas
1685 SHort Street

District 1 Voter

Horner, Justin

From: Toby Salk <tobysmj@gmail.com>
Sent: Wednesday, December 16, 2020 9:40 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley Bart Housing Proposal

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 am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Toby Salk
1811 McGee Avenue
Berkeley, CA 94703

--

Toby Salk–Mah Jongg for Everyone
tobysmj@gmail.com
www.mahjonggforeveryone.com
510.334.4516

Horner, Justin

From: Becca Schonberg <becca.schonberg@gmail.com>
Sent: Wednesday, December 16, 2020 8:42 AM
To: bartplanning; All Council; Berkeley Mayor's Office
Subject: All I want for North Berkeley BART is...

WARNING: This email originated outside of City of Berkeley.

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

Hi,

I'm not sure if this email is coming too late, but I am a Berkeley resident (I live in West Berkeley). My family and I **STRONGLY** support a plan for the North Berkeley BART that prioritizes housing, accessibility to cyclists and pedestrians (including bike parking), small retail spaces that will be affordable for local businesses, mixed-use planning, and public art for children to interact with. Please do not prioritize car parking. People > cars -- that's all there is to it. We want more space for new neighbors to come join us! And this plan can help support the rebuilding of small businesses and public transit in the wake of the pandemic.

Thank you,
Becca Schonberg
931 Channing Way, Berkeley, CA 94710
607-227-9445

Horner, Justin

From: Linda Gallaher-Brown <lgallaherbrown@aol.com>
Sent: Wednesday, December 16, 2020 8:09 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want 7 story or higher housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Linda Gallaher-Brown
1616 Virginia Street
Berkeley, CA 94703

Horner, Justin

From: Alice Gates <alicegates111@gmail.com>
Sent: Wednesday, December 16, 2020 8:05 AM
To: Shen, Alisa
Subject: North Berkeley BART

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.
Alice Gates, 1630 Buena Ave, Berkeley, CA 94703

Horner, Justin

From: Vicki <vickisommer@gmail.com>
Sent: Tuesday, December 15, 2020 9:41 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Proposed North Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you,
V.Sommer
Delaware st , Berkeley
94703

Horner, Justin

From: The-Anh Cao <theanh0413@gmail.com>
Sent: Tuesday, December 15, 2020 8:47 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: THEANH0413
Subject: THE NORTH BERKELEY BART HOUSING PROJECT

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 am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

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

Horner, Justin

From: Daryl Martinez <balisong4@hotmail.com>
Sent: Tuesday, December 15, 2020 8:16 PM
To: Shen, Alisa
Subject: North Berkeley BART Development

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

Dear Ashen,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Daryl Martinez
1461 Virginia St.
Berkeley, CA 94702
510.859.6997

Sent from [Outlook](#)

Horner, Justin

From: Andrea Altschuler <andreaaltschuler@gmail.com>
Sent: Tuesday, December 15, 2020 7:31 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Affordable, neighborhood appropriate housing at North Berkeley BART parking lot

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 Ms. Shen, City Council Members, and Mayor Arreguin,

I live in the North Berkeley BART neighborhood and strongly support that housing planned for the BART parking lot is zoned for a maximum of 7 stories. I understand that under AB2923 it must be zoned for at least seven stories, but such a height is beyond out of scale for this neighborhood.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development would be a maximum of four stories, stepping down to two at the perimeter of the lot. This would fit in with the surrounding neighborhood that consists of one and two story houses and apartment buildings for blocks and blocks. High-rise housing at the site would go against the overall neighborhood context; additionally, building taller buildings with many more apartments would make parking a fiasco in the neighborhood, since it seems that little if any onsite parking is planned for the housing development.

This is not the only place in Berkeley or the East Bay to build housing. There are available lots elsewhere in Berkeley and the surrounding area to address the current housing crisis. There also seems to be plenty of available market rate housing, and lots more is going up in Berkeley and Oakland. The station is public land, and should be used for the public good. I definitely want to see *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city, and allow many more people to live in Berkeley who want to who otherwise couldn't afford to live here.

Thank you for your consideration.

Sincerely yours,
Andrea Altschuler
1417 Virginia Street
Berkeley, 94702

Horner, Justin

From: kary schulman <kary_schulman@hotmail.com>
Sent: Tuesday, December 15, 2020 7:19 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: anthonyjaycorman@gmail.com
Subject: Development plans for North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

I write to support the North Berkeley Neighborhood Alliance's commonsense, neighborhood-preserving approach to development at North Berkeley Bart which takes into account the need for housing, open space and parking solutions.

Replacement parking, or sufficient public transportation to BART is a particular concern. After the Loma Prieta earthquake in 1989, when the Bay Bridge was down but BART was running, North Berkeley Bart's residential neighborhood clogged up with commuter cars. Parking solutions should be in place before anything is built or ridership will inevitably erode.

I also would like to bring up an issue that has not to my knowledge been discussed: The fact that these plans were begun years ago-- pre-COVID when the world was different. **I'm concerned that we'll be trying to solve pre-2020 problems in a post-2020 world.** Wouldn't it be sensible to pause to see where we are in a year or two when we'll be able to assess the evolving situation regarding housing needs, commuting needs, public transportation needs, and parking needs, in order to best-fit the use of this asset to the community's needs post-2020 which we are not yet able to predict.

Thank you for your consideration.

Marianne (Kary) Schulman
1707 Buena Ave (four blocks from North Berkeley BART)

,

Horner, Justin

From: Eleni <agenteleni@gmail.com>
Sent: Tuesday, December 15, 2020 6:41 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Housing at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

Dear Berkeley City Representatives,

I have been a resident of North Berkeley for ten years; I live half a block from the North Berkeley BART station. I am writing because I would like the zoning for the housing being planned at the North Berkeley BART station to be limited to a maximum of seven stories. (I wrote to you and my district rep earlier this year, indicating that I thought four stories was appropriate for the scale of my neighborhood, but I understand that because of AB2923, seven stories are required.)

As I understand it, the City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

The station is public land, and as such, should be used for the public good. And housing at the site must be contextual, energy-efficient, and affordable to low and middle income residents. I'd also like to see adequate green space for public use.

Lastly, I am very concerned about how parking will be handled for the new building's residents. I do not have a driveway or garage and must park on the street. I urge you to ensure that the people renting the new housing units built at the BART station are not able to park on nearby streets, if they do, the nearby streets will be flooded with cars and will translate into a massive parking shortage in my neighborhood. That will result in ongoing resentment and conflict, and no one wants that.

I consider myself an environmentalist, and pro (affordable) housing, but building a giant high rise at the BART station in a low-rise, residential neighborhood is a mistake on multiple levels, and will go down in history that way. Whatever gets built there will be there for decades; I implore you to limit it to seven stories and ensure that the housing that is built is sustainable, equitable and affordable.

Thank you.

Eleni Sotos

1520 Virginia St, Berkeley, CA 94703

Horner, Justin

From: philoxenia@earthlink.net
Sent: Tuesday, December 15, 2020 6:41 PM
To: Shen, Alisa
Subject: North Berkeley Development

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Norman McKnight
1533 Francisco Street

Horner, Justin

From: Lj.Cranmer, <ellejai@sonic.net>
Sent: Tuesday, December 15, 2020 5:55 PM
To: Shen, Alisa
Subject: North Berkeley BART

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

I am a resident of North Berkeley for 38 years and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There are plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Lj Cranmer

My Bottom line is:
LOVE

Horner, Justin

From: Kenneth C Gross <kcgnj7491@sbcglobal.net>
Sent: Tuesday, December 15, 2020 5:52 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART Construction

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 am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories pursuant to the minimum requirements of AB2923.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. Nor is it the only housing project that BART is pursuing throughout the Bay area. There plenty of available market rate housing in Berkeley, and more being constructed. The station is public land potentially acquired, through the use of, or threat of condemnation, and therefore should be used for the public good including the good of current and future residents. I would like *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Kenneth C Gross e-mail: kcgnj7491@sbcglobal.net (Mobile Phone: 510-265-4396)

Horner, Justin

From: Sara Dwight <sara.dwight@gmail.com>
Sent: Tuesday, December 15, 2020 5:50 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Sara and Kathy Dwight
1434 Delaware St

Sent from my iPhone

Horner, Justin

From: Julieta Pisani McCarthy <pisanimcc@gmail.com>
Sent: Tuesday, December 15, 2020 5:37 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and lots more going up. **The station is public land, and should be used for the public good, (which would actually mean keeping the parking lot for light, openness and public transit connectivity for the whole city, but I understand that BART will not pass the opportunity to create a big source of income for itself forgetting all about its main and foremost mission to create a transit network and leaving everybody not living around the station completely out of the public transit loop)** and I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Julieta Pisani McCarthy
1377 Francisco Street

Horner, Justin

From: Julio Remelexo <remelexojulio@gmail.com>
Sent: Tuesday, December 15, 2020 5:31 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Building at north Berkeley bart

WARNING: This email originated outside of City of Berkeley.

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

Hi

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you,

Julio Barreto
1721 Sacramento St
Berkeley, CA 94702

Horner, Justin

From: JULIA HUGHES <juliajnyahjulio@gmail.com>
Sent: Tuesday, December 15, 2020 5:30 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: N. Berkeley Bart development

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

Hi at City of Berkeley,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you,

Julia Hughes
1721 Sacramento St
Berkeley, CA 94702

Horner, Justin

From: Todd Stuart <tstuart@strongtie.com>
Sent: Tuesday, December 15, 2020 5:23 PM
To: Shen, Alisa
Subject: Development of housing at North Berkeley BART Parking

WARNING: This email originated outside of City of Berkeley.

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

To whom it may concern:

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

This is public land and the public most affected by its use must be heard. In my 15 years in Berkeley I have paid over \$200,000 in taxes. I have supported this city becoming what it is. Please do not sell your soul to developers for money and greed. Do the the right thing.

Thank you.

T

Todd Stuart

Simpson Strong-Tie | Senior Quality Engineer

5956 West Las Positas Boulevard | Pleasanton, CA 94588

Direct 925-560-9143 | 800-925-5099 | strongtie.com



Horner, Justin

From: Dorit Resnikoff <doritresnikoff@yahoo.com>
Sent: Tuesday, December 15, 2020 5:21 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Building Paradise at the N. Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

And if the building blocks the efficacy of the neighbor's solar panels, they should be reimbursed for their investment.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

I also think that we need to consider where everyone (residents and BART users) are going to park. There will Not be enough street parking for 7 floors of housing as well as patrons and neighbors.

Additionally, I do not believe we need more shops or conveniences. There is a Target, coffee shops, restaurants and convenience stores 3 blocks away on San Pablo Ave. If we are going to build housing- it should be housing. Not

more shops.

Thank you.

Dorit Resnikoff
1364 Francisco St.
Berkeley

Horner, Justin

From: Laura Klein <lauraanneklein@gmail.com>
Sent: Tuesday, December 15, 2020 5:12 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

Dear Ms. Shen, City Councilmembers, and Mayor Arreguin,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, **no more**. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want *contextual, energy-efficient development, with maximum affordability*, that will enhance our neighborhood and our city.

Thank you.

Sincerely,

Laura Klein
1519 Virginia Street
Berkeley 94703

Horner, Justin

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Tuesday, December 15, 2020 3:53 PM
To: bartplanning
Subject: Bart Form/Uses: Potential retail at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

Potential retail at North Berkeley

I would like commercial uses to be allowed at the North Berkeley BART station. However, I think we should consider uses unlike traditional large scale retail. I would like retail to be innocuous, regardless of whether the business was open, shut or vacant. Long term vacant storefronts are a blight.

Are there inexpensive, and possible modular/changeable/non-permanent options?

What are creative commercial space options that keep the operation costs low for small locally owned businesses, and which would not greatly permanently effect the neighborhood feel, whether commercial was either open, shut, or vacant?

It is not uncommon to have restaurants or food businesses start as pop-ups or food trucks because costs of renting traditional restaurant/cafe spaces can be prohibitive. I don't know if allowing food trucks requires specific zoning laws.

Would it be feasible to consider a couple very small restaurant spaces that can be used as pop up spaces for short term renters? Take-out only style services, like food trucks?

What if there was a limited-menu dinner take-out pickup location at BART, and different local restaurants could sign up to distribute from that space once a month? —commuters or neighbors could drop off, call in or do online orders before 3pm to pick up from 4-8pm. It could rotate vendors, introduce people to different existing restaurants around Berkeley that they might not know about, and would not need to be a full service restaurant.

Would the physical constraints on top of the non-buildable areas over the BART tunnel at North Berkeley allow for smaller kiosk type buildings that could house small food service or retail? It seems like large vehicles can drive on top of the BART tunnels, so it doesn't seem impossible.

Allow a farm CSA to distribute subscription produce box pick up, plus small-scale produce sales from something like a kiosk, or the back of a truck? Mini-farmer's market once a week?

Allow a local dry cleaner to have a pickup/drop off location a couple times a week?

Allow small pop-up art gallery/retail space? Temporary art/craft/vendor tents like farmer's market, or small retail in building with rotating vendors?

Berkeley Public library book drop off? Library on wheels?

I like the idea of flexible use spaces, rotating small commercial businesses, not constrained by large burdensome leases which would need larger franchise or chain tenants.

BTW, we need public restrooms at both BART stations, which are well maintained, and not just past the pay gates in the station. We would need public restrooms especially if there is commercial space, but even if there is not.

If there were something larger like daycare, could that space also serve something else like a yoga studio during evening hours, or host craft classes, or occasional performance/practice space? What can we do to maximize use of space so that we do not have large vacant spaces sitting idle for long stretches of time?

What can we do to make commercial spaces support small local businesses better?

Horner, Justin

From: aimee baldwin <junk.menagerie@gmail.com>
Sent: Tuesday, December 15, 2020 2:27 PM
To: bartplanning
Subject: BART CAG zoning FAR calculations

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.

Determining FAR and number of units.

The FAR calculations to determine the total number of units to fit into the BART developments should not include any non-buildable areas of BART properties. If the power substation can not be changed or re-integrated into a development, it can not be included in the acres of DEVELOPABLE land used to determine the final number of units. Same goes for any other odd little piece of existing station infrastructure, or area of land over BART tunnels. Calculations of FAR in determining the number of units in the station developments must be based only on areas that are actually truly developable.

Horner, Justin

From: (null) (null) <ickagglorp@yahoo.com>
Sent: Tuesday, December 15, 2020 2:25 PM
To: bartplanning
Subject: BART CAG process industry bias

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

To all of the CAG members and others involved in this BART station zoning process:

I want to express my concern for the biased information being fed to the CAG and community by our consultants who are professional developers. This whole meeting process is filtering all results to point in favor of developer needs, while disguising it as a community focused process. I understand that providing us with information is a lot of work, and that people in the development industry are needed to help those of us who aren't, however, I would appreciate it greatly, if they could stop steering meeting conclusions towards their own desired outcomes.

My first example is in Karen Murray's most recent video, Building Form and Density, part 4 of the series. During the slide about Building Construction Types, showing type VI through type I, at about 03:40, she states that type III is the most likely for our sites because a development might not be financially feasible if we build fewer than the 6-8 stories of type III. This goes against information that BART has provided in its AB 2923 TOD guidelines, which very clearly designate a large number of BART station sites around the Bay Area as "Town Center", allowing communities to zone as few as five stories on their sites. The labor and material costs of construction are equal across our region. As most mandated "community benefit" expenses might not automatically apply to development on public lands, they should not have been a factor in the establishment of AB2923 TOD guidelines. If it is financially feasible to build as few as five stories in Daly City, it should be equally financially feasible to build as few as five stories on either Ashby or North Berkeley BART. The information given by Karen about the relative scale of fire resistance, relative height, and cost per square foot of building types might be factually accurate, but the clearly biased statement about what is financially feasible is absolutely not. I do not appreciate that someone, whose profession is likely to financially benefit from upzoning, is clearly steering our community towards a particular choice, rather than leaving us to make our own decisions based on facts alone.

My second example is in part 3 of the series, Public Recapture of Value, narrated by Rick Jacobs (?). If we follow along the intro of the video, at about 00:40 he mentions concerns of communities that new higher buildings will result in gentrification. Starting in at about 02:10 he goes into lengthy detail about land owners are the biggest winners of up zoning, for the next several minutes in the video describes in detail examples of skyrocketing real estate prices in up zoned areas around MacArthur BART, and goes into lengthy explanation of how up zoning increases land value. How are examples of how up zoning increasing real estate prices supposed to make us think this isn't gentrification? So now a funky run down property on Shattuck and 47th that is a mixed retail/residential use, is now totally unaffordable for some weird community live-work art collective, because it is now only affordable for real estate developers to buy, knock down, and build market rate housing? I, for one, do not find the details of the information in this video to make me less wary of large developers, despite Rick Jacob's attempts at the beginning of the video to claim that big developers should be viewed as our anti-gentrification buddies. I do realize that real estate prices might skyrocket even without the up zoning, but these presentations are not being factual enough for me, and the thinly veiled, or blatantly stated, biases in these videos are leading me to distrust both developers and this entire CAG process. Increasingly, as I watch the details of this CAG process, it is looking like a convoluted way to force the community to giving into developer desires, rather than actually representing our community.

Another example of this bias, is of how we have these consultants in the breakout rooms, and often being in charge of creating summaries of opinions voiced by the community and CAG. We get slides during the CAG meetings summarizing past meetings, but which only include bullet points that the consultants have decided to highlight. They are free to cherry pick comments they find favorable in summaries at their own discretion. In this last CAG meeting a slide included a bullet point stating that “North Berkeley BART area has enough green space, Ashby BART area needs more” (maybe slightly different wording —I am sorry I didn’t take a screenshot of this slide to be able to properly reference it). Why was this divisive statement included by the person who made the slides? It could just state that the “Ashby neighborhood needs greenspace” —which to note, the sample “*for zoning study only” building massing slides did make it quite clear that no greenspace was included at Ashby. If I recall correctly, the first time I heard “North Berkeley has enough greenspace” was in a breakout room during a community meeting, and it was stated by a North Oakland resident. Maybe it was mentioned in different breakout rooms as well, but of all the myriad opinions voiced about greenspace on either of these developments, this is an entirely strange one to select to highlight as a bullet point on one of twenty slides during the CAG meeting. Why make a bullet point that makes it seem as if greenspace were a limited resource that can’t be had at both North Berkeley and Ashby sites? Fifteen opinions might be voiced during a breakout room, and then these consultants, who have a financial stake in the industry, could choose to summarize down by dropping off what they view as “unfavorable” when rejoining the main meeting. Yes trying to get every voice heard is hard, but this meeting process is not a system that is going to be impervious to biasing towards people who are professionals in development, rather than community representation.

It is far more difficult during COVID for smaller community groups to be able to gather opinions of the people who have not specifically chosen to follow this whole process from the beginning. I am greatly concerned that this is leaving out a large number of people who might be willing to talk to a neighbor about their opinions on BART development, but who would never take time to struggle through this painful public process of online meetings. Since most of us are avoiding taking BART, from working from home or just being out of work, its not like we get to just easily take a poll of our fellow BART riders and station users to represent “normal” BART riders. Our community outreach mechanisms are stunted in a way that biases gathering community opinion towards people who have a minimum of personal tech, can navigate zoom use, and can afford spare time to follow many multiple meetings, do homework on the side, and in general favors those are white, educated, above a certain socio-economic line, or in the industry (development, urban design, architecture...etc).

As a community member, I feel like this entire slow moving CAG process is simply railroading us into making our BART station zoning what developers wish to have zoned. Meeting time-limits muddle us past too-small-to-fight microaggressions, and we are pushed through a complicated process that repeatedly filters out opinions that are not industry-friendly, so we can arrive at handing our spaces over to developers on a silver platter, while claiming that it was achieved by a process of community consensus.

At a minimum, anyone involved in this CAG and zoning process should have all of their past, present, and future employer and businesses affiliations disqualified from any of the RFP/RFQ or final developments. We need to work harder to avoid allowing industry bias to steer our CAG process.

Aimee

Horner, Justin

From: Kenneth C Gross <kcgnj7491@sbcglobal.net>
Sent: Tuesday, December 15, 2020 12:11 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART Construction

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 am a resident of North Berkeley that was unable to attend last night's meeting on December 14th to discuss the size and height of the building to be constructed on the BART site. I am asking that the building be no taller than seven stories which is the minimum permitted by legislation allowing this construction. Thank you for your consideration of this request.

Sent from my iPhone

Horner, Justin

From: Pearson, Alene
Sent: Tuesday, December 15, 2020 12:08 PM
To: Shen, Alisa
Subject: FW: North Berkeley building

Is this too late to add to EIR scoping comments?
I think that's what it was meant for...

From: L.M. [mailto:lmudrock@gmail.com]
Sent: Thursday, December 3, 2020 12:35 PM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: North Berkeley building

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

Hi Alene,

I live at Delaware Street across North Berkeley parking lot. I don't want any taller buildings that above 3 floors at the front side of Delaware Street. Ashby Bart zone is different from North Berkeley zone. See the link: <https://www.cityofberkeley.info/gisportal/>. zoom out and see different color of zones depending on heights of buildings.

North Berkeley is in yellow zones which limit the height of buildings.

Also, saying green environments. Make sure not reflective window glasses of buildings from the sun. Winter time, the sun direction is south side. I don't want to see too bright of sun on window glasses of new buildings into neighbors' living room windows.

Thanks,
Leonard Mudrock

Horner, Justin

From: Alex Brouwer <alextrbrouwer@gmail.com>
Sent: Tuesday, December 15, 2020 11:02 AM
To: bartplanning; +council@cityofberkeley.info; +mayor@cityofberkeley.info
Subject: All I want for North Berkeley BART is...

WARNING: This email originated outside of City of Berkeley.

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

Good morning,

As a Berkeley resident, I'm emailing you to share my thoughts about the housing development plan at Ashby Bart.

I'm in strong favor of maximizing housing units and prioritizing subsidized or low income housing options.

I think the city should zone for 8 stories and not limit itself in the number of available units.

I'd encourage zoning for public spaces like a plaza, walkways, and art displays, rather than focusing on parking or car transit.

Now is the time to think about affordable housing, sustainable transit, and community resources rather than parking and commuters.

Thank you for receiving my thoughts and feedback.

Alex Brouwer
2942 Harper St., Berkeley, CA 94703

Horner, Justin

From: Molly Tolins <mol.tolins@gmail.com>
Sent: Tuesday, December 15, 2020 9:13 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Molly Tolins
[1815 Short street](#)

Horner, Justin

From: Allegra Guarino MEd <allegrag@berkeley.edu>
Sent: Monday, December 14, 2020 10:45 PM
To: Shen, Alisa; Berkeley Mayor's Office; All Council
Subject: North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Allegra Guarino
1815 Short street

Horner, Justin

From: Peggy Scott <plscott@stanfordalumni.org>
Sent: Monday, December 14, 2020 7:26 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: NO tall buildings on the North Berkeley BART lot please!

WARNING: This email originated outside of City of Berkeley.

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

To the BART planners, Mayor and City Council.

I live in North Berkeley where I have owned my home since 1993. (For 15 years before that I lived on Dana St.) My home is convenient to both AC Transit and the North Berkeley BART station which has been great for my busy lifestyle as a single mom who is a working professional. The North Berkeley BART should be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

I do not want high-rise housing at the site. Who decided that was even close to appropriate?

I suggest you drive (or take BART) to the Del Norte station and take a look at the housing that is going up there right along San Pablo Ave. It is huge, hideous, dwarfs the street, has no setback, and this is an extremely urban piece of real estate. It's awful.

I think whoever decided on that highrise height limit for our little piece of North Berkeley was just throwing a noodle at a wall to see if it would stick. So we must fight it at all costs.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter. This would fit in with the surrounding residences.

We also need a good sized parking garage - don't forget that part. MacArthur BART has that. This is not the only place in Berkeley to build housing. There is plenty of available market rate housing here now, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Sincerely,
Peggy Scott

Peggy Scott plscott@stanfordalumni.org Mobile: 510-816-1960

1839 Catalina Ave. Berkeley CA 94707

"Do the best you can until you know better. Then when you know better, do better." Maya Angelou

"If there are no dogs in Heaven, then when I die I want to go where they went." -- Will Rogers

Horner, Justin

From: Alan Finkelstein <alan.finkelstein@sjsu.edu>
Sent: Monday, December 14, 2020 7:09 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Bart Development

WARNING: This email originated outside of City of Berkeley.

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

I live next to the North Berkeley Bart station and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. I understand that under AB2923, it must be zoned for at least 7 stories. Just to restate an obvious point, a 7 story building is out of scale with this residential neighborhood.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Alan Finkelstein
1685 Short St.
District 1 Voter

Horner, Justin

From: meryl siegal <merylsiegal@gmail.com>
Sent: Monday, December 14, 2020 6:14 PM
To: All Council; Berkeley Mayor's Office; bartplanning; Shen, Alisa
Subject: Regarding the North Berkeley BART Project

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 All,

I am a resident of North Berkeley and have lived in North Berkeley for nearly 3 decades. I live close to BART purposefully as a believer in public transportation and I am proud to be part of this neighborhood. Although not the richest neighborhood in Berkeley, we have several aspects of this neighborhood that make us unique. The neighbors here in North Berkeley are cohesive. We have been diligently part of community processes over the past 2 years regarding the BART development and other community projects (Adult school garden, for example).

In following the General Plan, it states that new development is to be in the character of the neighborhood.

It is imperative that the North Berkeley BART project be kept in the scale of the neighborhood under 7 stories. I ask that the city as a charter city dispute AB 2923. 7 stories is out of scale for this neighborhood. That would make the BART project the tallest outside of the downtown.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. It is upsetting to see outrageous market rate housing throughout the city. As you all know, we have over the amount of market rate housing as required by ABAG. It makes no sense to have market rate housing on the North Berkeley BART site. I believe in public land for public good, and I would hope that you do, too. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city. There should be public beauty, open space, and affordability.

Let's work for this goal together.
Sincerely,
Meryl Siegal
Cedar Street

Horner, Justin

From: meryl siegal <merylsiegal@gmail.com>
Sent: Monday, December 14, 2020 6:14 PM
To: All Council; Berkeley Mayor's Office; bartplanning; Shen, Alisa
Subject: Regarding the North Berkeley BART Project

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 All,

I am a resident of North Berkeley and have lived in North Berkeley for nearly 3 decades. I live close to BART purposefully as a believer in public transportation and I am proud to be part of this neighborhood. Although not the richest neighborhood in Berkeley, we have several aspects of this neighborhood that make us unique. The neighbors here in North Berkeley are cohesive. We have been diligently part of community processes over the past 2 years regarding the BART development and other community projects (Adult school garden, for example).

In following the General Plan, it states that new development is to be in the character of the neighborhood.

It is imperative that the North Berkeley BART project be kept in the scale of the neighborhood under 7 stories. I ask that the city as a charter city dispute AB 2923. 7 stories is out of scale for this neighborhood. That would make the BART project the tallest outside of the downtown.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. It is upsetting to see outrageous market rate housing throughout the city. As you all know, we have over the amount of market rate housing as required by ABAG. It makes no sense to have market rate housing on the North Berkeley BART site. I believe in public land for public good, and I would hope that you do, too. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city. There should be public beauty, open space, and affordability.

Let's work for this goal together.
Sincerely,
Meryl Siegal
Cedar Street

Horner, Justin

From: sheila himmel <sheila.himmel@gmail.com>
Sent: Monday, December 14, 2020 5:30 PM
To: Shen, Alisa
Subject: North Berkeley BART

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

Many people hear "North Berkeley" and think "rich white people." Those of us who live near the BART station are anything but. We look forward to a new station, with low and moderate-income housing--up to 7 stories--that doesn't tower over the neighborhood.

Thank you,

Sheila Himmel
1460 Lincoln St.
Berkeley, CA 94702

Horner, Justin

From: mrose1126@aol.com
Sent: Monday, December 14, 2020 5:08 PM
To: Shen, Alisa
Subject: Zoning for North Berkeley BART station

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

Attention BART planners,

I am a resident of North Berkeley and live one half block from the North Berkeley BART station. I want the North Berkeley BART to be zoned for a maximum of 7 stories—No more than that. I understand that under AB2923 the site must be zoned for at least seven stories, but zoning for seven stories is way out of scale for this neighborhood, so it should NOT be zoned for more than seven stories. In fact I have heard Mayor Arreguin say that although the site must be zoned for seven stories, that that does not mean it must be built that high.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context when developing the North Berkeley BART site. Contextual development at this site would be no more than four stories and stepping down to two stories maximum at the perimeter. That would fit in with the residences in this, our, neighborhood. I do not want high-rise housing at the site.

The station is public land and should be used for the public good. The North Berkeley BART station is not the only site in Berkeley to build housing. There is plenty of available market rate housing, and lots more being built. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you,

Mary Rose
1370 Delaware Street
Berkeley, CA 94702

Horner, Justin

From: Stephen Shiboski <shiboski@gmail.com>
Sent: Monday, December 14, 2020 5:03 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART zoning proposal

WARNING: This email originated outside of City of Berkeley.

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

We have lived a block from North Berkeley BART since 1992, and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city. Further, before any decisions are made, residents should be informed of concrete plans and timelines for addressing associated parking, pedestrian, public transit, safety and other city services needs which will surely arise as a result of this proposed development.

Thank you.

Caroline & Stephen Shiboski
1431 Lincoln Street
Berkeley 94702

Horner, Justin

From: Linda Gallaher-Brown <lgallaherbrown@aol.com>
Sent: Monday, December 14, 2020 4:53 PM
To: Shen, Alisa
Subject: N. Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

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

I am a long-time resident of North Berkeley, and live just 3 blocks from N. Berkeley BART.

I am in favor of no more than 4 stories stepped down to 2 stories on BART property in our residential neighborhood. I also think it should be primarily affordable and there should be low impact on parking for BART. Disabled and older people are not able to bike or walk to BART. Parking should be provided for the residents of new housing.

Thank you for your time and attention.

Linda Gallaher-Brown

Horner, Justin

From: Cece Littlepage <cecelittlepage@gmail.com>
Sent: Monday, December 14, 2020 4:06 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office; Kesarwani, Rashi
Cc: North Berkeley Neighborhood Alliance
Subject: Regarding tonight's CAG meeting

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.

As a resident of the NB BART neighborhood, I have serious and important concerns about the direction of the development now in the planning stage for the station property.

While I understand that AB2723 requires that the development be zoned for a minimum of 7 stories, it does not require that it be designed and built to that height. A 7 or more story structure will dwarf and loom over the surrounding residential neighborhood. It will be a monstrosity that violates the existing City of Berkeley General Plan, and the MOU between the City and BART, as well as BART documents, which all commit to respecting the context in developing the North Berkeley BART site. The context of this site is a neighborhood of one and two story residences where contextual development means no more than two stories on the perimeters, rising in the center to a maximum of four stories. Even this will create a radical change in the aesthetics and scale of the neighborhood.

New housing, the vast majority of it market rate, is going up all over the City, more is planned, and sites remain for future housing development. There is no need for a massive market rate development at the NB BART site. This is public land and should be used for the common good, including a meaningful % of affordable units, energy-efficient design, and a respect for the character of the neighborhood. There is, of course, money to be made here for BART and for the City, but we can't allow this to be the driving force behind planning decisions.

In the 1970s, many nice old homes were torn down by developers to make way for apartment buildings, which the city later recognized as misguided, and thus the Berkeley Neighborhood Preservation Ordinance was created. I can't imagine anything more in conflict with the spirit of the ordinance than an out of scale development on the BART site. Berkeley has a unique character

defined by its neighborhoods, which we will lose quickly if high rise towers are allowed in low rise neighborhoods.

You are our elected representatives, you have taken on the responsibility to represent us, your constituents. In this case that means speaking up for our interests, and taking a stand in this planning process. Do not allow the lure of financial gain to guide you, do not repeat mistakes made in previous decades, do not just sit by and watch. Do your jobs.

Sincerely,
Cece Littlepage
1618 Acton St. 94702
510-381-3772

Horner, Justin

From: ntorcolett@aol.com
Sent: Monday, December 14, 2020 3:26 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART station proposed zoning and building

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 am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's *General Plan*, the *MOU* between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.
Nina Torcoletti
1370 Delaware ST
Berkeley, CA 94702

Horner, Justin

From: Laura García-Moreno <lauragarmor@gmail.com>
Sent: Monday, December 14, 2020 2:32 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office

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

Dear Major Arreguín, BART planners and City Council Members,

I live right across the North Berkeley BART and am extremely concerned about the housing development plans at the site. This is a quiet, mostly single story neighborhood. I do not want high-rise housing at all and can only hope that The City of Berkeley's General Plan, the MOU between Berkeley and BART, all commit to respecting the context in developing the North Berkeley BART site.

Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences.

As we all know, this is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good, not for enriching developers. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you for your attention to this matter.

Sincerely,

Laura García Moreno
1385 Francisco St.

Horner, Justin

From: Leslie Valas <vffam5@gmail.com>
Sent: Monday, December 14, 2020 1:33 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley Bart Station and 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.

I am a resident of North Berkeley, and live on a street that dead ends at the North Berkeley Bart station. I want to state clearly that the North Berkeley BART should be zoned for a *maximum of 7 stories*, no more. A zoning regulation that allows for 7 stories is *completely out of scale for this neighborhood*, but I understand that under AB2923 it must be zoned for at least that.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than *four stories, stepping down to two at the perimeter-this fits in with the surrounding residences*. The master plan of Berkeley states a commitment to maintaining neighborhood character and I fully expect you to comply with this goal. I absolutely do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Leslie Valas
1685 Short Street
Berkeley
District 1 voter

Attachments area

Horner, Justin

From: Fran Smith <smithlfran@gmail.com>
Sent: Monday, December 14, 2020 1:32 PM
To: All Council; Shen, Alisa; Berkeley Mayor's Office
Subject: BART planning

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

I and many others in my neighborhood have repeatedly made this plea, since the first announcement of plans to build at North Berkeley BART. I begin to wonder if there is anyone at City Hall who cares. Is our input of any value at all? Is this a democracy? So, once again, I beg you to listen.

Thank you.

Lois F. Smith
1732 Acton Street

Attachments area

Horner, Justin

From: madeleine scott <madymango@yahoo.com>
Sent: Monday, December 14, 2020 1:24 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: BART

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Madeleine Scott
1717 Virginia St

Horner, Justin

From: Julieta Pisani McCarthy <pisanimcc@gmail.com>
Sent: Monday, December 14, 2020 11:20 AM
To: All Council; Shen, Alisa; Berkeley Mayor's Office
Subject: North Berkeley BART Station Development

WARNING: This email originated outside of City of Berkeley.

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

Good morning (please, read my whole message!),

I am a resident of North Berkeley (I live 3 doors away from the parking lot) and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. **This is a quiet, small, mostly single-story neighborhood. My children play on the street with our neighbors' children. We have vegetable gardens. Contextual development is no more than four stories (which already feels like a huge stretch), stepping down to two at the perimeter to at least try to fit in with the surrounding residences. I do not want high-rise housing at the site. Light is essential for our gardens and -more important- for our mental health. I was raised in downtown Buenos Aires, have a lot of experience living in high-rise areas and know this is NOT a minor issue.**

This is actually not the only place in Berkeley to build housing. **The parking lot IS actually a paradise** (and Joni Mitchel's song is actually AGAINST development!) in that it makes our city more sustainable by allowing people to park their cars and take public transportation to San Francisco instead of driving. It actually gives the city unity in terms of transportation. It has also provided an open space for families to safely come together with their young children and ride bikes during the pandemic. There are plenty of available market rate housing, and lots more going up along more urbanized and developed corridors, like University Avenue. The station is public land, and should be used for the public good. But it is **VERY CLEAR TO ME that this is NOT about housing or sustainability but about creating a big source of income for BART and developers. If we are going to lose transit**

connection as a city, at the very least I want affordable, contextual, energy-efficient development.

I am also **VERY CONCERNED at the little communication and inclusion during this whole process.** Many neighbors still think that they should not worry about the "possibility" of development because "zoning in our area does not allow for high-rise development." I have not received regular communications from the City –just two letters in over two years, which is **NOT ENOUGH to ensure inclusion.** It's also scary that these important decisions are being made at a time when everybody is so busy and under so much stress due to the pandemic. I would have participated more if I were not dealing with distance-learning for my two grade-school children, and constant stressful changes at work.

It's also worrisome that **decisions are being made assuming that everything will go back to normal after we get a vaccine. Big businesses are switching to models that are not dependent on real estate** and are more profitable to them. Pinterest (just to give one example) paid \$70 million to break their lease. Their jobs are no longer tied to real estate and are leaving the Bay Area. We should not make decisions based on a pre-pandemic model that will not come back, at least not in full shape.

Finally, it's very disappointing and stressful to see how **Berkeley's progressive discourse is being manipulated to serve the financial interests of developers and BART.** I have lived in Berkeley for the last 21 years, and I am an environmental activist with quite a bit of perspective in terms of the whole realm of environmental issues. I have a memory, and I always vote.

Thank you,

Julieta Pisani McCarthy
1377 Francisco Street

Horner, Justin

From: Lee Bishop <bishoplm@gmail.com>
Sent: Monday, December 14, 2020 11:16 AM
To: bartplanning; Berkeley Mayor's Office; All Council
Subject: All I want for North Berkeley BART is room for people not cars

WARNING: This email originated outside of City of Berkeley.

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

Hello,

I think we should prioritize homes for people on the North Berkeley BART land. I would like to see the maximum # of stories as is economically possible--all the way to the street line all the way around. I think we should prioritize the total # of homes of both market rate and affordable housing.

I very much think we need to almost completely eliminate parking on the site. Commuters can park in the ample downtown Berkeley garages. Residents can take public transit. Any onsite parking at all should be dedicated to residents and not commuters.

In addition to that I would like to see a completed protected greenway and open space for pedestrians.

In terms of commercial space I think we have plenty of retail in the surrounding area, but we should have space for a small take-out-focused restaurant (which would serve the nearby Cedar Rose Park along with commuters) and a coffee shop. We should also plan on having enclosed bicycle parking.

Thank you,
Lee

Horner, Justin

From: Whitney Moss <whitneymoss@gmail.com>
Sent: Monday, December 14, 2020 9:14 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley Bart Development

WARNING: This email originated outside of City of Berkeley.

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

Hello there!

I am a homeowner on the north end of Sacramento Street in Berkeley with children at King and BHS.

I'm writing to suggest that the North Berkeley BART development be zoned for a maximum of seven stories to stay aligned with the neighborhood feel - as this is not a city center, but rather a residential area - while also meeting the requirements of AB2923.

I prefer that the development is no more than four stories, stepping down to two at the perimeter to best fit in with the surrounding residences.

I am wondering what the impact of building so many units will have on our neighborhood resources. Do we have the capacity in our schools to accommodate so many more residents? I understand that King Middle School is already maxed out.

Please address the number of units and what other functions (additional fire station?) will have to go along with them for those of us who are not knowledgeable about city planning.

I want to be future-thinking and am open to change that benefits Berkeley from an economic, safety, and climate perspective.

Thank you.

Whitney Moss
1403 Sacramento Street
Berkeley, CA

Horner, Justin

From: Reynaldo <cruzinroseann@aol.com>
Sent: Monday, December 14, 2020 8:49 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Development of North Berkeley BART site

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

Dear Representatives:

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

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

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

Please preserve our neighborhood.

Sincerely,
Reynaldo Santa Cruz
1461 Lincoln Street

Horner, Justin

From: Kathy Tuttle <kathy.tuttle@comcast.net>
Sent: Sunday, December 13, 2020 9:57 PM
To: Shen, Alisa
Subject: Development of Housing at North Berkeley BART

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

Dear Planning Commission:

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Sincerely,
Kathleen Tuttle
1451 Virginia Street

Horner, Justin

From: Judy Massarano <jmassarano@gmail.com>
Sent: Sunday, December 13, 2020 9:19 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: BART plans

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 am a resident of North Berkeley.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is **no more than 4** stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used **for the public good**. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Judy Massarano

Attachments area

Horner, Justin

From: Elana Naftalin-Kelman <elanank@gmail.com>
Sent: Sunday, December 13, 2020 9:13 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office; Kesarwani, Rashi
Subject: building on north berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

To whom it may concern,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you,

Elana Naftalin-Kelman
1680 Short St.

Horner, Justin

From: Libby Lee-Egan <libbyco@gmail.com>
Sent: Sunday, December 13, 2020 8:44 PM
To: bartplanning; All Council; Berkeley Mayor's Office
Subject: All I want for North Berkeley BART is...

WARNING: This email originated outside of City of Berkeley.

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

Hi there, I live in North Berkeley and I want to make sure you know that many North Berkeley residents are very supportive of lots of housing at our BART station. I watched all your consultants' videos, I've pored over the relevant BART documents and latest research on TOD, and I'm here to announce my vision for North Berkeley BART is...

something *actually* getting built.

That's not very exciting but that is my main priority and many of my neighbors agree. I kicked off the founding of North Berkeley Now! with "Let's build paradise instead of a parking lot" yard signs and I'm happy to report we've given out all 200 of the ones we originally ordered. We're not always able to show up to every meeting but we are engaged citizens and constituents.

So, in the future I'm going to say we want 8 or 10 stories, or rooftop gardens or a public plaza, but those are not my #1 priority. I want whatever height and community benefits package will get shovels in the ground for a transit village that has the highest number of affordable homes possible.

I know that this issue is not in front of council at the moment but I wanted to make you aware that not everyone in North Berkeley is skeptical of new neighbors.

-Libby Lee-Egan

Horner, Justin

From: Julio Remelexo <remelexojulio@gmail.com>
Sent: Sunday, December 13, 2020 7:53 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Development at North Berkeley Bart

WARNING: This email originated outside of City of Berkeley.

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

Hi,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Julio Barreto
1721 Sacramento St
Berkeley, CA 94702

Horner, Justin

From: JULIA HUGHES <juliajnyahjulio@gmail.com>
Sent: Sunday, December 13, 2020 7:52 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART development

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

Hi,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Julia Hughes
1721 Sacramento St
Berkeley, CA 94702

Horner, Justin

From: Lynda Caesara <lcaesara@hotmail.com>
Sent: Sunday, December 13, 2020 6:16 PM
To: Shen, Alisa
Subject: Height of the Bart Development at North Berkeley Bart

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

Hi ,

I live a block and a half from the Bart station. It is important the Bart development fit the neighborhood. We have apartments now in the neighborhood. i.e The Parc apartments on Delaware that are still advertising for tenants. There are many Market rate housing already in Berkeley and already being built. We need affordable housing not more market rate housing.

Putting up to 1100 units is more than the neighborhood can absorb. I understand that under AB2923 the site must be zoned for 7 stories. But this needs to be the maximum. No more than 7. Since the MOU states a commitment to respecting the neighborhood context That means that the site should be zoned for no more than 4 stories. Ideally four in the middle dropping to two on the outside.

Please don't overload our neighborhood with more people than we have parking for. It is absurd to think that people won't have a car in the neighborhood. How does one shop at Costco without a car. You can't just decide that families won't need and use a car.

I want an affordable , contextual and energy efficient development that will enhance the neighborhood and the city.

Thank you,
Lynda Caesara

Horner, Justin

From: Jack Kurzweil <jack.kurzweil@gmail.com>
Sent: Sunday, December 13, 2020 5:45 PM
To: bartplanning; All Council; Berkeley Mayor's Office
Subject: All I want for North Berkeley BART is...

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 All,

I'm given to understand that the final meeting of the CAG group for development at North Berkeley BART is tomorrow night.

This note is to urge you to go down the path of maximum housing density at both the North Berkeley and Ashby BART Stations.

This approach, with an emphasis on affordable housing on the various economic tiers, will I believe can result in the maximum number of affordable units because the inclusion of an appropriate number of market rate units can help subsidize an increase in the number of affordable units.

I want to make the distinction clear: if the number of units at these stations is maximized, then the number of affordable units can increase even though their percentage may be decreased. One of the more slippery linguistic manifestations of housing talk in Berkeley is the advocacy of close to 100% affordable housing at these stations, not acknowledging that this may very well result in a smaller number of affordable units.

Please don't fall into that trap.

But there are other issues at stake at these stations as well: shopping and access.

Let's address access first. Intensive housing development will significantly reduce the availability of parking at these stations, both for those who will live in this housing and for those who have been riding BART by driving to the station and parking. The overall planning for development at these stations needs to include - from the first - careful thinking about how BART riders who live more than - let's say - half a mile from the station are going to get there.

The aspect of development at BART that is designed to help reduce automobile commuting needs to extend to those who don't live that close to a station. This will take thought, coordination with AC Transit on routes and timing, and even more flexible methods of getting dispersed people from one place to another. But it will only happen if the problem is put up on the board as part of the development process.

Now let's go to shopping. Part of the conception of living in apartments at BART stations is that parking will not be available to residents. So the question that should arise in the planning is how and where will the residents do their shopping for groceries and other things.

Noting that many hundreds of people (perhaps thousands) will be living at these BART stations, it is easily observed that:

- Monterey Market and the shops along Solano are not adequate for the increased population at North Berkeley BART

- With regard to Ashby BART, Old Berkeley Bowl on Adeline is always jammed, Whole Foods on Ashby and Telegraph is a mile uphill and very pricy, and the Safeway on Alcatraz and College is almost two miles away.

So you do have to think through just how all of this is going to work. No “re-imagining”, just some careful, complex and transparent planning. And asking the questions that those in charge don’t want you to ask.

Thank You for Your Work and Happy Holidays,

Jack Kurzweil
1737 Allston Way

Horner, Justin

From: Karl Goldstein <kgoldstein46@gmail.com>
Sent: Sunday, December 13, 2020 5:05 PM
To: Shen, Alisa
Subject: my address

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.

is 1376 Virginia Street
Berkeley 94702

Previous email omitted the address
Karl Goldstein

Horner, Justin

From: Karl Goldstein <kgoldstein46@gmail.com>
Sent: Sunday, December 13, 2020 5:03 PM
To: Shen, Alisa
Subject: BART development

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.
Karl Goldstein

Horner, Justin

From: Karl Goldstein <kgoldstein46@gmail.com>
Sent: Sunday, December 13, 2020 5:02 PM
To: Shen, Alisa
Subject: N. Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.
Karl Goldstein

Horner, Justin

From: Claudia <chava52@gmail.com>
Sent: Sunday, December 13, 2020 4:57 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office

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

I live half a block from the North Berkeley Bart station and want to underscore the need to build contextual housing there. The Bart station should be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.
Claudia Valas
1818 Short St, Berkeley, CA 94702

Horner, Justin

From: Mail <allen.phil@yahoo.com>
Sent: Sunday, December 13, 2020 4:19 PM
To: Shen, Alisa; All Council; mayor@cityofberkeley.com; Kesarwani, Rashi
Subject: North Berkeley BART housing development

WARNING: This email originated outside of City of Berkeley.

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To all addressed and concerned:

I am a resident of the neighborhood around which the North Berkeley BART is sited.

I just returned from my Covid testing at the Kaiser/Permanente campus. In driving both directions, the sight of the tall residence tower looming over the 40th/MacArthur BART station was not an option. While much of its surroundings are on-the-ground houses and apartments, the area it commands is bustlingly urban, with many retail and service businesses at hand. It isn't particularly out of place, just a product of hubris by an agency with a history of faux passes.

Another BART station some miles to the north is due for its contribution to the housing shortage, which will be surrounded by a placid entirely residential neighborhood, although a busy commercial thoroughfare runs a couple of blocks away and does not face or relate to that neighborhood.

BART's legal people greatly informed (wrote) the state law known as AB-2923 (rather than its actual name), which apparently entitles the agency to erect buildings on the site of the North Berkeley BART station of at least 7 stories. If the agency gets its way, I will be able to see it above roofs and trees from my second-story front window on San Pablo Avenue. If it really gets its way, goodbye Campanile.

This neighborhood deserves a more considerate consensual result, with structures no higher than 4 stories at the core and 2 stories at the perimeter. Another way of putting this is to ask if BART *has* to build to its legal minimum height, or if they could bend to prevailing neighboring sentiment which does not want a tower over the station.

Berkeley, citizen and governance, knows first-hand its lack of housing. Recent additions have solved the problem for market-rate wallets, and then some. This project should house travel-oriented (right?) folks of lower economic strata. Sites and opportunities for additional affordable housing abound in Berkeley, but as a public agency BART must aim to do the greatest good. In this case, that means an all-affordable North Berkeley project with a maximum height of 4 stories. The height limit would also promote the use of wood for framing, a much cheaper alternative to steel.

Respectfully,

phil allen
(resident of D-1)

Horner, Justin

From: Sbcglobal <kathy_jo@sbcglobal.net>
Sent: Sunday, December 13, 2020 4:18 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Development at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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I am a resident of North Berkeley and would like to see that development at the North Berkeley BART is no more than four stories, stepping down to two at the perimeter. This would be more in keeping with the surrounding neighborhood. High-rise housing would not be appropriate at this site.

Thank you.

Kathleen Jo
1440 Lincoln Street

Horner, Justin

From: karen sumner <kjsumner@gmail.com>
Sent: Sunday, December 13, 2020 3:54 PM
To: Shen, Alisa
Subject: N berkely 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.

hello,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site. This is a residential neighborhood.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

I believe the housing should be priced at a rate that would help people who work in our community to actually live here.

Thank you.
Karen Sumner
1659 Short St
Berkeley

Horner, Justin

From: Jeannette MacMillan <macmillanjeannette@gmail.com>
Sent: Sunday, December 13, 2020 2:37 PM
To: bartplanning; +council@cityofberkeley.info; +mayor@cityofberkeley.info
Subject: All I want for North Berkeley BART is...

WARNING: This email originated outside of City of Berkeley.

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

Hi, I live half a block from the North Berkeley BART station, and I want to encourage you to do what you can to make a vibrant space for people of all income levels. Please be ambitious with density- I want more housing to be built in my neighborhood! This is good for society and good for the planet. I'm willing to tolerate local impacts for an ambitious project! Thanks!

Jeannette MacMillan
1676 Sacramento Street

Horner, Justin

From: Miranda Ewell <mirandaewell@gmail.com>
Sent: Sunday, December 13, 2020 1:13 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: nbneighborhoodalliance@gmail.com
Subject: Housing at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

I am increasingly alarmed at the prospect of BART development of housing at the North Berkeley BART station. The facts show that BART has repeatedly shown itself to be an incompetent, mis-managed, bad faith actor. It cannot be trusted with public funds, much less the development of scarce public land.

If you have not already, please read this recent November editorial from the Mercury News:
<http://www.mercurynews.com/2020/11/28/editorial-vta-bart-the-voters-who-approve-their-tax-increases/>

There is a wrongheaded push for housing at any cost by powerful developers and their political allies in Sacramento, who have tried to wrest away local control over local planning, using specious slogans of environmental stewardship. Please do not let this happen!

Berkeley is a highly desirable city, with an educated and well-to-do, liberal population. Private developers, guided by local officials, will always want to develop luxury housing here. That is happening all over town already. The task for public officials in a society which has seen a frightening acceleration of wealth in the hands of a tiny minority is to protect the integrity of the city's historic promise for equity, justice and equality: we need housing for what I will call essential citizens: middle income workers like school teachers and small business employees and low income families, including minorities, refugees and the homeless.

BART has shown its true colors again and again - with its own excessive salary and benefit costs - to be riddled with classic public corruption. The agency thumbs its nose at any attempts to hold it to legal agreements regarding the use and spending of public monies. This has been well documented.

Can BART be trusted at this very important moment? Surely not. As city officials, you cannot ignore - or later claim you did not know - BART's miserable record of broken promises.

Public land for public good! Only a complete failure of duty on your part would allow you to permit BART to build a multi-story, out-of-context monstrosity similar to what it has built at the MacArthur Station (which remains two-thirds empty a year after leasing began!). YOU have the power! Please remember that.

Best,
Miranda Ewell

Horner, Justin

From: Pierre Palancade <pierre.palancade@gmail.com>
Sent: Sunday, December 13, 2020 1:04 PM
To: Shen, Alisa
Subject: north Berkeley Bart development

WARNING: This email originated outside of City of Berkeley.

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To who it may concern:

I support this statement below:

Pierre Palancade, home owner at north Berkeley Bart.

- I live in North Berkeley- this is my neighborhood, and I want the housing at the BART site to be no more than 4 stories in the middle, 2 at the perimeter- appropriate for this low rise residential community.
- North Berkeley BART is not the only place to build housing in Berkeley. There's lots of market rate housing in Berkeley already, and more going up. This is public land and should be used for the public good- not for enriching BART and developers. Let's build a trueparadise: contextual (low rise), affordable, and green (energy-efficient) housing.
-

Horner, Justin

From: Justin Kao <justin@dicatek.com>
Sent: Sunday, December 13, 2020 12:09 PM
To: bartplanning
Subject: North Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

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Hello--

I'm a homeowner on Rose St. just two blocks away from the north Berkeley BART. I am writing to express my support for development on the station parking lot. Having viewed the "Building Form and Density" video, I have a few opinions and preferences to share:

- The majority of units should be on the larger end, 3-4 bedrooms, to increase density while supporting affordability for families and students. I believe that 1-2 bedroom units would attract too many well-paid young tech employees from San Francisco or elsewhere in the Bay Area, which would defeat the point of building more housing in the first place.
- Coffee shops and smaller restaurants with outdoor seating would enhance the streetscape and provide more walkable options for the neighborhood than our current options of driving out to San Pablo or Shattuck.
- This is not an appropriate neighborhood for chainstore retail, nor the high-end boutiques that dominate 4th St. and Rockridge's College Ave.

Thank you,
Justin

Horner, Justin

From: Toni Casal <tonic59@gmail.com>
Sent: Sunday, December 13, 2020 11:01 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley Housing at BART station

WARNING: This email originated outside of City of Berkeley.

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

Greetings,

I am a North Berkeley resident and I am for building more affordable housing in Berkeley. I object to having a high rise building at North Berkeley BART.

We have designated commerce corridors for high rise buildings and they are San Pablo Ave and University Avenue, or downtown. Certainly not in single family neighborhoods. You all know this and yet you are continuing to go along with a proposal that makes no sense to you or me.

We could build hundreds of low income units at North Berkeley Bart without going over 4 stories, with 2 stories on the perimeter. Low rise is more contextual, cheaper to build, and does not ruin the character of the neighborhood.

The neighborhood association is united behind low income housing that is contextual and energy efficient. How about housing for teachers, librarians and others who work in essential jobs and currently commute from Vallejo, Antioch and Concord? Many have been displaced due to high rents here. It is amazing to me that a full time BUSD teacher has to commute from San Pablo and is categorized as poor.

BART Ridership. Do we really believe that BART ridership will return to pre-pandemic levels now that the pandemic has shown us the benefits of working at home? Most white collar employers say employees will be working from home at least 2 days per week. This means BART ridership will be down. (a rise in ridership is a requirement, I'm told)

Housing. Do we believe that the international students who make up nearly 20% of UC Berkeley's student body will be returning anytime soon? They have a voracious appetite for housing but they certainly won't be selecting the US as much for their higher education needs in the future. Their absence will increase vacancy rates, as will distance learning.

The Economy. Retail and office space is available in Berkeley now. Are we looking at converting any of this to housing? The walls are already up and utilities installed. NYC developers already have proposals to do these conversions.

Thank you for your time,
Toni Casal

ps: It is disrespectful to ask for community comment at meetings and then keep people waiting till 11pm at night to comment for 2 minutes. This is disingenuous. Not very democratic or inclusive, and kinda shameful behavior--We can do better.

Horner, Justin

From: Jodi Ravel <jodi.ravel@gmail.com>
Sent: Sunday, December 13, 2020 10:04 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Urgent: Uphold policy agreements and Respect the Context - No more than 4 stories at North Berkeley BART.

WARNING: This email originated outside of City of Berkeley.

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

Hello Berkeley Leaders,

I am a resident of North Berkeley and I live 3 blocks from the North Berkeley BART station. While I'm not particularly joyful about it, I do understand the need to reclaim some of the BART parking lot to accommodate housing, and that AB 2923 requires the area to be zoned for 7 stories. That said, and as I'm sure you completely know in your heart and mind, actually allowing building that high, in the middle of this completely residential neighborhood, is WAY out of scale. This is not a downtown shopping area, nor a major street/boulevard throughfare like San Pablo or University, and it is a completely different type of location than the Ashby BART station.

So - I am writing to encourage/plead/beg city leaders to have an open mind, humility and vision, and to listen to the recommendations of well-respected, Berkeley citizens who have studied the requirements, and offer a compromise to limit the building height to no more more than 4 stories with step down to 2 stories on the perimeter. This is a decent compromise that provides for many additional units, and ALSO respects the aesthetics and emotional feeling of this small neighborhood in Berkeley as much as possible.

To address the need for maximizing housing in Berkeley, please remember this is not the only place to build or zone housing in Berkeley. In fact, market rate housing is already going up and a lot more are planned/underway. For example, I have attached 2 photos of huge rental buildings on San Pablo that are not even full. Please note that these are 3 and 4 story buildings and you can see how overwhelming they already feel, so you can only imagine how a 7 story building would look and feel like tucked into a residential area.

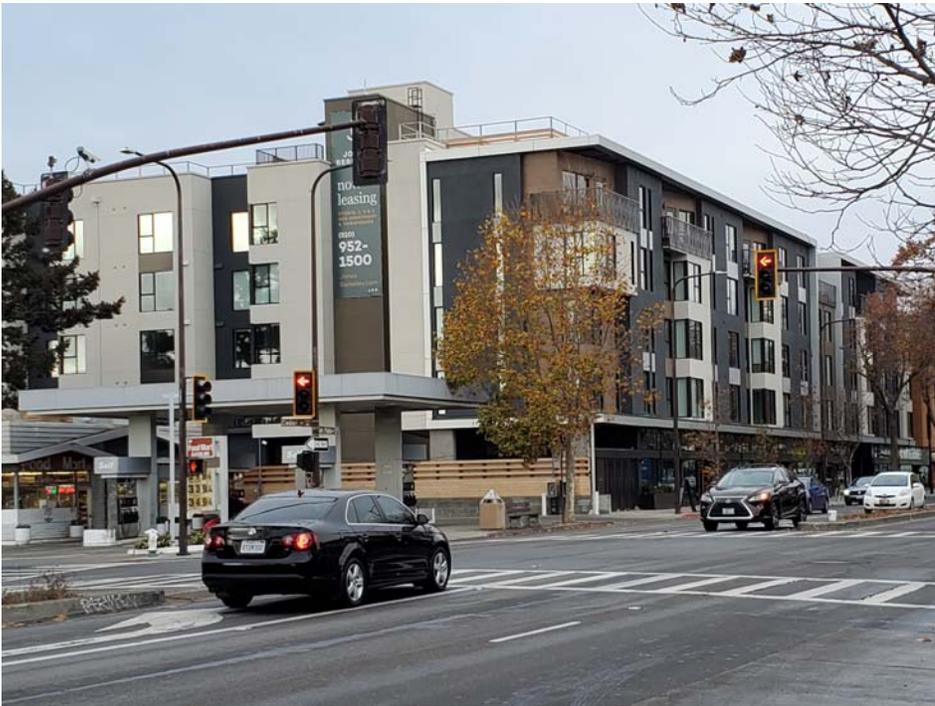
The BART station is public land, and should be used and considered for the public good for ALL. I want affordable, contextual, energy-efficient, green, 21st century development that will enhance this neighborhood and the city, and not turn it into a reminiscent 1960s era Soviet-style looking neighborhood.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents **ALL commit to respecting the context in developing the North Berkeley BART site**. These current policy agreements must not be ignored. Contextual development for this neighborhood is **no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences**.

Thank you for listening to tax paying, voting, neighbors of the North Berkeley BART.

Jodi Ravel
1272 Francisco Street.

Photos are from San Pablo Avenue - between University and Gilman.



Horner, Justin

From: Eileen Hughes <jnyahsgrandma@gmail.com>
Sent: Sunday, December 13, 2020 9:29 AM
To: Berkeley Mayor's Office; All Council; bartplanning; Shen, Alisa
Subject: Fwd: Reminder: important call to action: send emails, speak up at tomorrow's CAG meeting!

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I am fully in support of the NBNA positions cited below. I am strongly opposed to high-rise development at the site.

N Berk BART development should be consistent with the neighborhood (2 stories outside, no more than 4 stories inside).

Parking sufficient for the new residents and for BART customers should be provided on the BART property. Residential parking permits should not be provided to new residents. The RPP should not be changed to allow new residents to park on the street, taking away parking from existing residents.

It's disturbing to see for-profit interests be considered at the expense of existing residents.

Public land for public good!

Sincerely
Eileen Hughes
1721 Sacramento Street
Berkeley CA 94702

Begin forwarded message:

From: North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>
Date: December 13, 2020 at 9:02:56 AM PST
To: North Berkeley Neighborhood Alliance <nbneighborhoodalliance@gmail.com>
Subject: Reminder: important call to action: send emails, speak up at tomorrow's CAG meeting!

Dear neighbors,

Please take these two important actions!

1. Attend and speak at the Community Advisory Board (CAG) meeting tomorrow! (Monday, December 14th, 6-9PM) This meeting will address the height and size of the development at N. Berkeley BART, so it's a crucial one. To ensure that you get to speak, join no later than 8PM, and "raise your hand" as soon as public comment begins. You will probably have 1-2 minutes. Our

community has only one representative (Tony Corman) on the 15 member committee, so we must make our voices heard! Access the meeting agenda [here](#).

Meeting details:

To join from a computer or smartphone: <https://zoom.us/j/95548545979?pwd=NGF4RTNjMjE1UVJzZExs aDNzNnhGdz09>.

To request to speak, use the “raise hand” icon by rolling over the bottom of the screen.

To join by phone: Dial (669) 900-6833 and enter Meeting ID: 955 4854 5979. The Meeting Passcode is 716555 If you wish to comment during the public comment portion of the agenda, Press *9 and wait to be recognized by the Chair.

Talking points:

- I live in North Berkeley- this is my neighborhood, and I want the housing at the BART site to be no more than 4 stories in the middle, 2 at the perimeter- appropriate for this low rise residential community.
- North Berkeley BART is not the only place to build housing in Berkeley. There's lots of market rate housing in Berkeley already, and more going up. This is public land and should be used for the public good- not for enriching BART and developers. Let's build a true paradise: contextual (low rise), affordable, and green (energy-efficient) housing.

2. Email the BART planners, Mayor and City Council. Copy and paste this message, or write your own, and send it to: ashen@cityofberkeley.info, council@cityofberkeley.info, mayor@cityofberkeley.info

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at

the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

(Your name and address)

Please spread the word: attached to this email is a pdf to print out & give to neighbors that are in agreement with these points. Bring three new people to tomorrow's meeting-our strength is our numbers!

Many thanks to everyone who came to the two membership meetings this week-great to see & hear all of you!

Your neighbor,
Laura

<NBNAhandout.pdf>

Horner, Justin

From: Joel Resnikoff <socialwkr@hotmail.com>
Sent: Saturday, December 12, 2020 8:51 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: Basak Altan
Subject: North Berkeley BART development

WARNING: This email originated outside of City of Berkeley.

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

We live at 1660 Short St, directly north of the North Berkeley BART station. The housing project there should be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but we understand that under AB2923, it must be zoned for at least that).

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter -- this fits in with the surrounding residences. Remarkably, we have looked around Berkeley and **cannot find a single housing development which is 7 stories high**, let alone higher. We do not want high-rise housing at the site.

A major problem with this development is the **issue of parking**. If there is not a parking place for every apartment **and** for the BART riders who, pre-pandemic, filled the parking lots daily at N. Berkeley BART, the surrounding neighborhoods will be overrun with cars. We have lived in or tried to visit friends in cities with inadequate parking (San Francisco, Tel Aviv, Buenos Aires, Jerusalem, and even U.C.'s Albany Village) and it is a nightmare. Commuters from Grizzly Peak, Euclid, or Spruce will not suddenly begin riding bicycles or skateboards to the BART station in the morning if there is inadequate parking. They will either park on surrounding streets or skip BART and go back to commuting to work in their own cars -- not the direction we want to go in this age of global warming. The same is true for the thousand new neighbors who will be moving in across the street. They will still own cars and we, the existing neighbors and our guests coming to our homes, will be living in a traffic and parking nightmare. This may sound melodramatic, but we are only reporting on the reality which we and our friends have experienced elsewhere where there is inadequate parking.

Solar energy - We have invested \$20,000 in solar panels on our house. Highrise development at the BART site will block the southern sun and relegate our solar panels to the status of "useless". I would have never have expected such a situation in Berkeley, of all places, when we decided four years ago to invest in solar. The shadow of this housing will also impact many other residences which already have, or may want to invest in, solar power. In this age of global warming, this is, very simply, terrible planning.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and much more going up. The station is public land, and should be used for the public good. We want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Joel and Irene Resnikoff
1660 Short St.

Horner, Justin

From: Maud Engel <engel1883@gmail.com>
Sent: Saturday, December 12, 2020 6:43 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Proposed North Berkeley BART Construction

WARNING: This email originated outside of City of Berkeley.

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

To whom it may concern,

I have lived in my Berkeley home a block away from the North Berkeley BART station for the past 34 years. The area is lovely, typically Berkeley style and is a quiet diverse residential location. I am very concerned about the proposed North Berkeley BART Station retail and residential construction and how it would diminish and change the neighborhood from a peaceful tranquil part of the city to a much busier urban setting by increasing traffic, litter, noise and the number of residents.

I request the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Sincerely,

Patricia Maud Engel, LCSW
1420 Lincoln Street
Berkeley, CA 94702

Horner, Justin

From: Vicki <vickisommer@gmail.com>
Sent: Friday, December 11, 2020 2:51 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: CAG meeting #4

WARNING: This email originated outside of City of Berkeley.

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

Dear BART planners, Mayor and City Council,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

Development height should not exceed four (4) stories, with step downs to two (2) stories along the periphery as well as setbacks from the sidewalks. The buildings should be grouped, not presented as large solid masses, so as to blend visually with the surrounding residential neighborhoods on all four sides. The trees need to be replaced, again to allow the development to blend in with its surroundings.

This site should be used exclusively for the green construction of 100% affordable living units that ideally will accommodate families with children enrolled in Berkeley schools, as well as Berkeley workers whose incomes do not allow for "market rate" rents. It would be ideal if a path to ownership could be devised, allowing these Berkeley residents to build wealth. University and San Pablo avenues are major commercial corridors and are easy walking distance from the site, obviating the need for commerce on site.

The Mayor of Berkeley has repeatedly promised the community that any development at North Berkeley would be contextual. Considering the neighborhoods surrounding this property, contextual development is no more than four stories, stepping down to two at the perimeter - this fits in with the surrounding residences.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site.

North Berkeley is not a "city center". We are a Neighborhood which welcomes new neighbors - while remaining a Neighborhood.

This is not the only place in Berkeley to build housing. There is plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want Berkeley and BART to agree to build an affordable, contextual, energy-efficient development.

I have observed that several pro-growth political groups have encouraged their membership to write and call in favor of over-developing the North Berkeley BART lot. There is no way to ensure that these people even live in Berkeley! I trust that you, and our elected representatives, understand that Berkeley has a surplus of (under-rented) market rate apartments, and so will choose to advocate for contextual, wood frame, 100% affordable construction in North Berkeley that will blend seamlessly into our North Berkeley Neighborhood.

Thank you.
Vicki Sommer
Resident of Delaware st, between California and Sacramento

Horner, Justin

From: tom reilly <tom.reilly46@gmail.com>
Sent: Friday, December 11, 2020 12:18 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: Kevin James
Subject: Development at the North Berkeley BART Station

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and I live about 2 blocks from the North Berkeley BART Station. I do not want the BART Station area to be zoned for 7 stories or 6 stories or 5 stories. I think the maximum it should be zoned for is 4 stories. This BART station sits in the middle of an entirely residential, non-commercial area of one and two story buildings. Dumping a 7-story apartment complex into the middle of this area will do great violence to the character of our neighborhood. Jones Berkeley, a huge new apartment complex has recently been completed at Cedar Street and San Pablo Avenue, on the outskirts of our neighborhood. Even though it is situated on a busy commercial street on the edge (not in the center) of a residential neighborhood, this complex appears to be 4 stories high, no higher. It is insane to imagine placing a significantly higher complex of buildings in the middle of the neighborhood at the location of the present BART parking lot.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development means no more than four stories, and stepping down to two at the perimeter. This would fit in with the surrounding residences. High-rise housing would not. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There is currently plenty of available market rate housing, and lots more is going up. The BART Station land is public land, and it should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city, not a housing behemoth designed to maximize the

profits of BART and private developers at the cost of Berkeley residents who have lived in this neighborhood for decades.

If you believe that state law requires you to zone this area for a 7-story building, I suggest you defy the state law and invite BART to sue you.

Thank you.

Thomas P. Reilly

1450 Keoncrest Drive

Berkeley CA 94702

Horner, Justin

From: Dorit Resnikoff <doritresnikoff@yahoo.com>
Sent: Friday, December 11, 2020 12:12 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART building proposal

WARNING: This email originated outside of City of Berkeley.

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

Hello,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I grew up in the area, and I have been priced out by "market-rate" housing prices. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Dorit Resnikoff
1364 Francisco St.

Horner, Justin

From: Elana Naftalin-Kelman <elanank@gmail.com>
Sent: Friday, December 11, 2020 11:49 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

Good Afternoon,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Elana Naftalin-Kelman (1680 Short St.)

Horner, Justin

From: Basak Altan <basak.alt@gmail.com>
Sent: Friday, December 11, 2020 9:21 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Preserve the North Berkeley BART Neighborhood

WARNING: This email originated outside of City of Berkeley.

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Hello,

I am a resident of North Berkeley for over 18 years and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Basak Altan
1661 Short Street
Berkeley, CA 94702

Horner, Justin

From: J & J Schroeder <janicejimschroeder@gmail.com>
Sent: Thursday, December 10, 2020 5:00 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Re: Community Advisory Board meeting

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Mayor Arreguin, BART planners, City Council members,

I have lived in North Berkeley in a 480 square foot house for the past 42 years with my late husband and son. I remember Berkeley as a city with a much more diverse population and truly affordable housing/rental options. My neighborhood consisted of folks: of various cultures and many ethnicities, some people with disabilities, people of all ages, and many from the working class. There was a real sense of community.

I am writing to you because I want the North Berkeley BART to be zoned for a *maximum* of 7 stories, no more. We need truly affordable housing, energy-efficient units and units accessible for people with disabilities on fixed incomes.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter. This kind of development fits in with the surrounding residences. I do not want high-rise housing at the site.

There are a number of available market rate housing units, and lots more going up in Berkeley. Importantly, the North Berkeley BART station is **public** land. I strongly believe it should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city. Let us remember housing is a right, not a privilege!

Sincerely,
Janice Schroeder
1610 Curtis St.

Horner, Justin

From: Leonard Mudrock <lmudrock@icloud.com>
Sent: Thursday, December 10, 2020 3:39 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: Leonard Mudrock
Subject: North Berkeley BART planners

WARNING: This email originated outside of City of Berkeley.

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

Dear City of Berkeley BART planners,

I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 4 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Please think about comparing to maximum of 4 to 5 stories along busy University Ave between San Pablo Ave and Martin Luther King Jr. Way. It's fair to the height maximum in the neighborhoods in a distance radius. Delaware Street should not be busy and shows stepping down to two at the perimeter-this fits in with the surrounding residences. Also, "^^" shaped roof is appropriate to match with the surrounding residences' homes (not flat roof at the top).

Thank you.
Leonard Mudrock

1408 Delaware Street
Berkeley, CA 94702
(Across the street - North Berkeley BART parking lot)

Horner, Justin

From: Mary Lai <mary@bigtoad.com>
Sent: Thursday, December 10, 2020 1:58 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: North Berkeley Neighborhood Alliance
Subject: Keep North Berkeley development to 4 stories maximum!

WARNING: This email originated outside of City of Berkeley.

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Please - no high rise building at this site! And why, with the unknowns of how the virus will mutate and how long we will need to isolate, would we want to build a building where people would have to squeeze into an elevator to leave their apartments?

We need light and air to stay healthy, and a high rise is NOT going to provide that. And the neighbors will lose their light and air as well.

YES, the politicians in Sacramento have mandated 7 stories, but do we have to knuckle under? Let's build housing that serves people, not housing that someone (who isn't a planning professional) tells us to build.

Respectfully yours,

Mary Lai
Age 78, resident of California & Delaware since 1963

Horner, Justin

From: Carol Hirth <chirth@mac.com>
Sent: Thursday, December 10, 2020 1:51 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Building at North Berkeley BART

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I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.). **Any building over 4 stories is way above what is appropriate for the neighborhood.**

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. **I do not want high-rise housing at the site.**

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Just because those of us in this area live in a slightly more affordable area of Berkeley is not a reason to impose unreasonable and unsightly housing in our area. **"High rise", condo/apartment housing would not be considered, or built, in "the hills".**

Thank you.

Carol Hirth
1309 Cornell
94702

Horner, Justin

From: Jason Warriner <jason.jaywar@gmail.com>
Sent: Thursday, December 10, 2020 12:13 PM
To: Shen, Alisa
Subject: North Berkeley BART development

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I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

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This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Jason

Horner, Justin

From: Lois Cantor <locando@comcast.net>
Sent: Thursday, December 10, 2020 11:58 AM
To: Shen, Alisa
Subject: BART

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I am a resident of North Berkeley and want the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

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This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.
Lois Cantor
1629 Sacramento St.



*A Collaboration Between BORP and the EBSHC**

November 16, 2020

TO: City of Berkeley Community Advisory Group (CAG)

FROM: Ashby Recreation & Community Housing

RE: Input to Final CAG Recommendations

ARCH (Ashby Recreation & Community Housing) is a project of Bay Area Outreach & Recreation Program (BORP) and the East Bay Supportive Housing Collaborative (EBSHC). We are collaborating to build a world-class adaptive recreational facility coupled with urgently needed affordable housing on the east parking lot of the Ashby BART (behind the Ed Roberts Campus). Situated next to BART and the Ed Roberts Campus, ARCH will be built using universal design and green building principles. The facility will leverage public transit and existing services to provide broad recreational access to the disability and underserved community. Our goal for the housing component is 100% affordable to the deepest degree possible, with the ability to enable residents to return to their neighborhood if they were displaced.

BORP has more than 45 years of providing adaptive sports and recreation programming to people with physical disabilities in the East Bay.

EBSHC supports and advocates for permanent supportive housing for persons with serious mental illness (SMI), many of whom can live independently with appropriate services.

Members

Rick Smith,
*Executive
Director, BORP*

John Ormsby,
*Board Chair,
BORP*

Kathleen Sikora,
Chair, EBSHC

Margot Dashiell,
*Vice Chair,
EBSHC*

Linder Allen

Tom Bates,
*Fmr. Mayor,
Assemblymember*

Dmitri Belser,
*Executive Director,
Ctr. for Accessible
Technology*

Steve Bischoff

Laurie Capitelli
*Fmr.
Councilmember*

Michael Godoy

Loni Hancock,
*Fmr. Mayor,
State Senator*

Lois Heaney

Linda Maio,
Fmr. Vice Mayor

Liz Rebensdorf,
*President, NAMI
East Bay*

Toni Veglia



The Housing Component

Our goal is **100% affordable homes** to the deepest degree possible and **100% accessible** using universal design principles, as demonstrated by the Ed Roberts Campus.

A significant number of units would be set aside for **persons at the extremely low-income level** and services would be provided on-site for those residents who need permanent support. There will be housing, with support services, for **people with mental illness many of whom are able to live independently with appropriate services**. Housing for **persons with physical disabilities**, and for those who have been displaced from South Berkeley, would have a place here. This will truly be an integrated facility.

The goal of helping fill the desperate need for permanent supportive housing for persons with mental illness is fully compatible with the values shared by the Ed Roberts Campus, BART's TOD Development Guidelines, and the City of Berkeley. Integrated housing has already demonstrated how persons with mental illness can be part of a larger community when they have a permanent home and the support they need.

Adaptive Sports, Fitness & Recreation Center

For individuals without disabilities there are numerous opportunities to engage in physical fitness and recreation activities every day. For **people with disabilities**, however, access to sports, fitness and recreation is severely limited or non-existent, making it almost impossible for them to enjoy the well-documented health and quality-of-life benefits that come from these activities. The envisioned complex will be more than an athletic facility or recreation center; it will be a **community hub**, providing an accessible environment for individuals with disabilities, offering regular opportunities for fitness, wellness, recreation, enjoyment and competition. The center will be **available for use by everyone**, not just people with disabilities, and will have widespread community benefit. EBSHC and BORP look forward to taking the first steps to turn this vision into a reality.



ARCH'S REQUEST TO THE CAG:

Our recommendation is simple. Our joint complex will meet the critical needs for an adaptive recreational facility, provide a world-class recreational asset for the community, and combine that with the creation of urgently needed affordable housing. We respectfully request that the CAG's recommendations to the Planning Commission's zoning process for the BART property east of the Ed Roberts Campus include specific language enabling an innovative project such as ARCH with *both* housing and recreation uses, and indeed that such language actually facilitates the creation of such uses.

We thank the CAG for its interest and look forward to realizing this exciting opportunity.

Sincerely,

Rick Smith, Executive Director
Bay Area Outreach & Recreation Program

Kathleen Sikora, Chair
East Bay Supportive Housing Collaborative

Lapira, Katrina

From: Andrea Altschuler <andreaaltschuler@gmail.com>
Sent: Monday, November 30, 2020 5:56 PM
To: Shen, Alisa <AShen@cityofberkeley.info>; bartplanning@cityofberkeley.info <bartplanning@cityofberkeley.info>
Subject: Fwd: North Berkeley BART housing - bldg height, affordability, and parking

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----- Forwarded message -----

From: Andrea Altschuler <andreaaltschuler@gmail.com>
Date: Mon, Nov 30, 2020 at 5:49 PM
Subject: North Berkeley BART housing - bldg height, affordability, and parking
To: <bartplanning@cityofberkeley.info>, <athorne@bart.gov>
Cc: <mayor@cityofberkeley.info>, <council@cityofberkeley.info>

Greetings - thank you for all the work you are putting into this massive project. As an across the street neighbor to the North Berkeley BART station I strongly support housing on the site that is livable for both new and current neighborhood residents. To sum it up, just because we can doesn't mean we should.

As we all know this is primarily a neighborhood of single story single family homes. As I regularly drive along Broadway in Oakland, I see new 5-6 story residential buildings that fit in perfectly with the main artery, commercial boulevard. That type of building, let alone ones that are taller, does not seem aligned with the North Berkeley BART neighborhood.

What does seem aligned is reasonable height and bulk, going from 2 stories at the street level with landscaping setbacks up to 4-5 stories in the center, totaling about 400-500 units of housing. North Berkeley is not downtown and shouldn't be the site of a massive high rise development - that's against the City of Berkeley's General Plan overall goals. And of course, the housing shortage is both a very local and regional problem that we can fix by building in-fill housing in ways suitable for each area.

We should be focusing on affordability in the housing that is built, which would mean nonprofit developers and cost-effective construction (best achieved with 4-5 story wood-frame development) - and that BART provide near-complete land subsidy instead of just 40% (since BART proposed North Berkeley station as 100% affordable housing).

We also should have an upfront plan that guarantees access to the station beyond those who can walk to it and without relying on parking in the surrounding neighborhood. Not having any parking planned for hundreds of new residents seems like planning for ongoing parking chaos in the neighborhood, even with preferential street

parking.

Overall, planning for the North Berkeley site is compromised by the poorly developed AB 2923 that mandates the station as a more urban/dense station than those such as Daly City and Walnut Creek that are fully in the midst of commercial development with little to no surrounding residential neighborhood. BART never did proper analysis to justify the Urban Town Center designation for North Berkeley and never justified the 7-story minimum height that went with it, all of which were then codified in law by 2923. To have this bizarrely-written law define the future of the North Berkeley neighborhood is just wrong - on top of which is the fact that North Berkeley is the ONLY station in the entire system surrounded on all four sides by a residential neighborhood that extends for blocks and blocks. To mandate 7 story minimum development in such an area is simply egregious.

Thank you for your consideration.

Sincerely,
Andrea Altschuler
1417 Virginia Street
Berkeley, 94702



December 21, 2020

Alisa Shen
Planning and Development Department
1947 Center Street
Second Floor
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report and Scoping Meetings for the Proposed Ashby BART Station and North Berkeley BART Station TOD Zoning Standards Project

Dear Ms. Shen,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Ashby BART Station and North Berkeley BART Station Transit-Oriented Development (TOD) Zoning Standards Project. The proposed project would amend the City of Berkeley's General Plan and possibly the Adeline Corridor Specific Plan. The EIR would allow up to 1,200 new residential units and up to 50,000 sqft of non-residential space at the Ashby BART station and 1,200 residential units and 25,000 sqft of non-residential space at the North Berkeley BART station. New development would replace existing surface parking at both locations.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project may generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include I-80/I-580, SR-13 Ashby, SR-123 San Pablo Ave, Adeline Street, MLK Jr. Way, and Shattuck Ave.
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts. Note that automobile delay cannot be deemed a significant environmental impact under current CEQA guidelines, however this analysis is required pursuant to the 2019 CMP. This impacts analysis may be included in an EIR appendix or separate document provided to Alameda CTC.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information).
 - Please see the changes made to the CMP Land Use Analysis Program made in response to SB743 here: https://www.alamedactc.org/wp-content/uploads/2020/07/Amendment_Land_Use_Analysis_Program_SB743.pdf
- The DEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: BART and AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the [Countywide Active Transportation Plan](#).
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements

are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathleen", with a long horizontal flourish extending to the right.

Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner

December 14, 2020

Alisa Shen, Principal Planner
Planning and Development Department
1947 Center Street, 2nd floor
Berkeley, CA 94704

Re: Notice of Preparation of a Draft Environmental Impact Report for the Proposed
Ashby BART Station and North Berkeley BART Station Transit-Oriented
Development Zoning Standards, Berkeley

Dear Ms. Shen:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Ashby BART Station and North Berkeley BART Station Transit-Oriented Development Zoning Standards Project located at the Ashby BART Station and North Berkeley BART Station in the City of Berkeley (City). EBMUD has the following comments.

WATER SERVICE

Pursuant to Section 15155 of the California Environmental Quality Act Guidelines and Sections 10910-10915 of the California Water Code, the project meets the threshold requirement for a Water Supply Assessment (WSA), because the entire scope of the project includes at least 500 dwelling units. Please submit a written request to EBMUD to prepare a WSA. EBMUD requires the lead agency to provide future water demand data and estimates for the project site for the analysis of the WSA. Please be aware that the WSA can take up to 90 days to complete from the day on which the request is received.

Effective January 1, 2018, water service for new multi-unit structures shall be individually metered or sub-metered in compliance with State Senate Bill 7 (SB-7). SB-7 encourages conservation of water in multi-family residential and mixed-use multi-family and commercial buildings through metering infrastructure for each dwelling unit, including appropriate water billing safeguards for both tenants and landlords. EBMUD water services shall be conditioned for all development projects that are subject to SB-7 requirements and will be released only after the project sponsor has satisfied all requirements and provided evidence of conformance with SB-7.

EBMUD's Central Pressure Zone, with a service elevation range between 0 and 100 feet, or Aqueduct Pressure Zone, with a service elevation range between 100 and 200 feet, or Claremont Pressure Zone, with a service elevation range between 100 and 200 feet, will

serve the proposed transit-oriented development zone. A water main extension, at the project sponsor's expense, may be required to serve the properties within the transit-oriented development zone area depending on EBMUD's metering requirements and fire flow requirements set by the local fire department. Off-site pipeline improvements, also at the project sponsor's expense, may be required. Off-site pipeline improvements include, but are not limited to, replacement and/or relocation of existing water mains serving the proposed development areas. The project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine the costs and conditions of providing water service to proposed developments within the transit-oriented development zone. Engineering and installation of water mains, off-site pipeline improvements, and services require substantial lead time, which should be provided for in the project sponsor's development schedule.

A minimum 20-foot wide right-of-way is required for installation of new and replacement water mains. Utilities to be installed in the right-of-way with the water mains must be located such that the new water mains meet the minimum horizontal and vertical separation distances with other utilities as set forth in the California (Waterworks Standards) Code of Regulations, Title 22, Section 64572 (Water Main Separation) and EBMUD requirements for placement of water mains within a right-of-way. These minimum horizontal separation distance requirements include, but are not limited to, 10 feet between the water main and sewer, 5 feet between the water main and storm drain, 7 feet from the face of curb, and 5 feet from the edge of the right-of-way. In addition, water mains must be vertically located a minimum of one foot above sewers and storm drains.

EBMUD's Standard Site Assessment Report indicates the potential for contaminated soils or groundwater to be present within the project site boundaries. The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete, and specific written remediation plan establishing the methodology, planning, and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.

EBMUD will not design pipelines or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and

analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.

WASTEWATER SERVICE

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from this project and to treat such flows provided that the wastewater generated by the project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration and inflow (I/I) that enters the system through cracks and misconnections in both public and private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment and disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD's National Pollutant Discharge Elimination System (NPDES) permit now prohibits discharges from EBMUD's WWFs. Additionally, the seven wastewater collection system agencies that discharge to the EBMUD wastewater interceptor system ("Satellite Agencies") hold NPDES permits that prohibit them from causing or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows.

A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region's wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.

To ensure that the proposed project contributes to these legally required I/I reductions, the lead agency should require the project sponsor to comply with EBMUD's Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines to ensure that such

systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system, and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.

WATER RECYCLING

EBMUD's Policy 9.05 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health, and not injurious to plant, fish and wildlife to offset demand on EBMUD's limited potable water supply. Appropriate recycled water uses include landscape irrigation, commercial and industrial process uses, toilet and urinal flushing in non-residential buildings, and other applications.

The Project is not currently a candidate for recycled water, however, future recycled water pipeline expansion towards the City could potentially serve proposed developments within the transit-oriented development zone. Recycled water is appropriate for outdoor landscape irrigation and EBMUD is evaluating options of recycled water for in-building and commercial non-potable use. As EBMUD further plans its recycled water program, feasibility of providing recycled water to this region may change. EBMUD encourages the City and its developers to coordinate closely with EBMUD during the planning of the various project components to further explore the options and requirements relating to recycled water use.

WATER CONSERVATION

The project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the lead agency comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The lead agency should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense

Alisa Shen, Principal Planner
December 14, 2020
Page 5

If you have any questions concerning this response, please contact Timothy R. McGowan,
Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,



David J. Rehnstrom
Manager of Water Distribution Planning

DJR:JRK:btf
sb20_250.doc

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

TTY 711

www.dot.ca.gov



Making Conservation
a California Way of Life.

December 21, 2020

SCH #: 2020110320

GTS #: 04-ALA-2020-00568

GTS ID: 21307

Co/Rt/Pm: ALA/13/2.277

Alisha Shen, Principal Planner
City of Berkeley Planning Department
1947 Center Street, 3rd Floor
Berkeley, CA 94704

**Re: Ashby BART Station & North Berkeley BART Station Transit-Oriented
Development Zoning Standards (NOP) of an Environmental Impact Report (EIR)**

Dear Alisha Shen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the November 2020 NOP.

Project Understanding

The project proposes to update the City of Berkeley zoning standards to comply with AB 2923, in order to build mixed-use projects (approximately 2,400 dwelling units total) near the two named BART stations.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses

Alisha Shen, Principal Planner

December 18, 2020

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Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide.

Vehicle Miles Traveled (VMT) Screening: If the project meets the screening criteria established in the City's adopted VMT policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR, which should include the following:

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.
- Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.

Mitigation Strategies

Location efficiency factors, including community design and regional

Alisha Shen, Principal Planner

December 18, 2020

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accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Close-In Compact Community where community design is moderate and regional accessibility is strong.

Given the place, type and size of the project, the DEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Increase in number of affordable housing units in project;
- Orientation of project towards non-auto corridor;
- Pedestrian network improvements;
- Bicycle network improvements or Fair Share contribution to such measures;
- Traffic calming measures;
- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs;
- Limiting parking supply;
- Unbundled parking from property costs;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- VMT Banking and/or Exchange program.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Alisha Shen, Principal Planner

December 18, 2020

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Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Lead Agency

As the Lead Agency, the City of Berkeley is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,

Alisha Shen, Principal Planner

December 18, 2020

Page 5

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

MARK LEONG

District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse

Lapira, Katrina

From: Vicki <vickisommer@gmail.com>

Sent: Wednesday, December 2, 2020 7:51 AM

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

Subject: Message for the Planning Commission re Wednesday Dec. 3rd meeting on scoping North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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

Dear Members of the Planning Commission,

Thank you for all your work on this project. I live one block away from the site, and am supportive of housing being built which blends into the surrounding low rise residential North Berkeley neighborhood.

I invite you to look through the images of the 2-5 story developments that BART showed my community when asking us if North Berkeley BART could be a suitable site for housing.

(<https://www.bart.gov/sites/default/files/docs/North%20Berkeley%20TOD%20Town%20Hall%20-%20BART%202018-03-15.pdf>).

Here are my concerns about the environmental impact of the North Berkeley BART station project:

Building a huge development in the middle of a residential neighborhood in and of itself, "significantly affects the quality of the human environment".

75 units/developable acre comes to something like 375 dwelling units. One would hope that many of these dwelling units would be sized to accomodate families with children.

I read with alarm, "At the North Berkeley BART station, the EIR will evaluate the impact of up to **1,200 dwelling units**, as well as 25,000 square feet of non-residential space, located on the main 8.1 acre station site."

1200 units to be built on the 4-5 *developable* acres would be outlandishly out of context in our low rise residential neighborhood!

I then continued to read, "These buildout assumptions are based on a reasonable maximum building envelope." **1200 dwelling units** at North Berkeley is beyond unreasonable, it is unthinkable. We are not "downtown", we are a neighborhood with a train station. A development of this scale would have a drastic effect on the surrounding community. This is not in keeping with The City of Berkeley's General Plan support for maintaining character of the neighborhoods.

I support 4 stories maximum height with step downs to 2 stories along the periphery. At the Visioning Event, held by the city, you can see that the majority of respondents favor modest development in North Berkeley. The City posted these figures at its 1-15-19 council meeting:

Review of input from the October 13 ,2018 Visioning Event

Summary of input on Development Height:

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

∴ Summary:

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

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

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

9 respondents want 5 stories or less

2 indicated a maximum of 6 stories (1:4-6, 1:3-6)

4 indicated a maximum of 7 stories to 6 stories

2 respondents would go up

1 indicated a maximum of 12 stories (1:2-12) stories

4 respondents want , or go up to 7

wants 2-12 stories

1 respondent

86% of respondents do not want to see anything over 5 stories, and of these, the majority do not want development to exceed 4 stories !

(the majority of ideas that were 4+stories, favored a stepped up design with lower heights on the periphery)

Non residential, "commercial"development is unnecessary as the proposed development is a block away from University avenue, a commercial street. The development should be 100% residential.

The North Berkeley neighborhood consists of mostly one-to-two story homes, with a few low rise apartment buildings. It has the infrastructure to support low density housing. Has a study been done to evaluate the area's capacity to handle a high density development as has been

proposed by BART? Can our neighborhood handle the sewer, water, traffic? Can the power grid support this?

As regards water, we are currently experiencing moderate drought (<https://www.drought.gov/drought/states/california>). An outsize development will use a tremendous amount of water. Does Berkeley have the capacity to provide or will an oversized project cause the rest of the community to suffer more stringent water restrictions?

As regards traffic, I am very concerned about the environmental impact of the many BART TOD residents who can not park on site, coupled with the 800+ commuters who will no longer have a place to park, and therefore will be cruising the neighborhood looking for parking (if not simply driving to work). This will cause increased emissions, noise, traffic and congestion.

BART TOD residents without cars will need deliveries (groceries etc) and the use of cars (child pick up, elderly transport, disabled, women after dark). Berkeley does not require delivery or ride share companies to use electric vehicles, so in addition to the increased traffic congestion, we will have increased emissions on top of increased pedestrian risk (there are many children in our neighborhood!), with this increase in vehicular traffic.

The increased noise is an environmental pollutant that will further impact the surrounding neighborhood.

The development is supposed to include an extension of the Ohlone greenway. A development that is out of context with the surrounding neighborhood in terms of height, will throw excessive shade. Plants need sunlight in order to keep the Greenway green.

Shading can impact the health of residents living in the homes surrounding the proposed development. Light is an essential quality of life element. Seasonal Affective Disorder, or SAD, is a form of depression triggered by a lack of sunlight. Surrounding home dwellers would be at risk were the development to restrict sunlight entry into their homes.

The lot currently has many trees which support urban wildlife. Any development must also continue to provide habitat and food sources for urban wildlife and bees.

I'd like to see this be a **green** development-an inspiring example of truly environmental building, with solar power, grey water recycling, and other state of the art energy efficiency measures.

Thank you,
Vicki Sommer
94703

Lapira, Katrina

From: Tony Corman [mailto:anthonyjaycorman@gmail.com]
Sent: Tuesday, December 1, 2020 7:49 PM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: North Berkeley BART EIR

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 am stunned to read that the EIR scope extends to the impact of 1200 units on this site given that perhaps 2/3 of the 4 square blocks is unbuildable due to the tunnel that bisects it. I hope the scope will include the impact of commuter parking on the surrounding neighborhood when all commuter parking is deleted from the site. Likewise, the shadowing incurred by the required 7- to 11-story height and the impact of all the additional residents on City infrastructure - water, sewer, fire, police and EMT access, and, new to all of us, the use issues imposed by COVID and the next pandemic, when it comes.

Karly Kaufman

From: Toni Casal <tonic59@gmail.com>
Sent: Sunday, December 13, 2020 11:01 AM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: North Berkeley Housing at BART station

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

Greetings,

I am a North Berkeley resident and I am for building more affordable housing in Berkeley. I object to having a high rise building at North Berkeley BART.

We have designated commerce corridors for high rise buildings and they are San Pablo Ave and University Avenue, or downtown. Certainly not in single family neighborhoods. You all know this and yet you are continuing to go along with a proposal that makes no sense to you or me.

We could build hundreds of low income units at North Berkeley Bart without going over 4 stories, with 2 stories on the perimeter. Low rise is more contextual, cheaper to build, and does not ruin the character of the neighborhood.

The neighborhood association is united behind low income housing that is contextual and energy efficient. How about housing for teachers, librarians and others who work in essential jobs and currently commute from Vallejo, Antioch and Concord? Many have been displaced due to high rents here. It is amazing to me that a full time BUSD teacher has to commute from San Pablo and is categorized as poor.

BART Ridership. Do we really believe that BART ridership will return to pre-pandemic levels now that the pandemic has shown us the benefits of working at home? Most white collar employers say employees will be working from home at least 2 days per week. This means BART ridership will be down. (a rise in ridership is a requirement, I'm told)

Housing. Do we believe that the international students who make up nearly 20% of UC Berkeley's student body will be returning anytime soon? They have a voracious appetite for housing but they certainly won't be selecting the US as much for their higher education needs in the future. Their absence will increase vacancy rates, as will distance learning.

The Economy. Retail and office space is available in Berkeley now. Are we looking at converting any of this to housing? The walls are already up and utilities installed. NYC developers already have proposals to do these conversions.

Thank you for your time,
Toni Casal

ps: It is disrespectful to ask for community comment at meetings and then keep people waiting till 11pm at night to comment for 2 minutes. This is disingenuous. Not very democratic or inclusive, and kinda shameful behavior--We can do better.

Karly Kaufman

From: tom reilly <tom.reilly46@gmail.com>
Sent: Friday, December 11, 2020 12:18 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: Kevin James
Subject: Development at the North Berkeley BART Station

WARNING: This email originated outside of City of Berkeley.

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

I am a resident of North Berkeley and I live about 2 blocks from the North Berkeley BART Station. I do not want the BART Station area to be zoned for 7 stories or 6 stories or 5 stories. I think the maximum it should be zoned for is 4 stories. This BART station sits in the middle of an entirely residential, non-commercial area of one and two story buildings. Dumping a 7-story apartment complex into the middle of this area will do great violence to the character of our neighborhood. Jones Berkeley, a huge new apartment complex has recently been completed at Cedar Street and San Pablo Avenue, on the outskirts of our neighborhood. Even though it is situated on a busy commercial street on the edge (not in the center) of a residential neighborhood, this complex appears to be 4 stories high, no higher. It is insane to imagine placing a significantly higher complex of buildings in the middle of the neighborhood at the location of the present BART parking lot.

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development means no more than four stories, and stepping down to two at the perimeter. This would fit in with the surrounding residences. High-rise housing would not. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There is currently plenty of available market rate housing, and lots more is going up. The BART Station land is public land, and it should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city, not a housing behemoth designed to maximize the profits of BART and private developers at the cost of Berkeley residents who have lived in this neighborhood for decades.

If you believe that state law requires you to zone this area for a 7-story building, I suggest you defy the state law and invite BART to sue you.

Thank you.

Thomas P. Reilly

1450 Keoncrest Drive

Berkeley CA 94702

Karly Kaufman

From: Pierre Palancade <pierre.palancade@gmail.com>
Sent: Sunday, December 13, 2020 1:04 PM
To: Shen, Alisa
Subject: north Berkeley Bart development

WARNING: This email originated outside of City of Berkeley.
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To who it may concern:

I support this statement below:

Pierre Palancade, home owner at north Berkeley Bart.

- I live in North Berkeley- this is my neighborhood, and I want the housing at the BART site to be no more than 4 stories in the middle, 2 at the perimeter- appropriate for this low rise residential community.
- North Berkeley BART is not the only place to build housing in Berkeley. There's lots of market rate housing in Berkeley already, and more going up. This is public land and should be used for the public good- not for enriching BART and developers. Let's build a trueparadise: contextual (low rise), affordable, and green (energy-efficient) housing.
-

Karly Kaufman

From: Maud Engel <engel1883@gmail.com>
Sent: Saturday, December 12, 2020 6:43 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Subject: Proposed North Berkeley BART Construction

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

To whom it may concern,

I have lived in my Berkeley home a block away from the North Berkeley BART station for the past 34 years. The area is lovely, typically Berkeley style and is a quiet diverse residential location. I am very concerned about the proposed North Berkeley BART Station retail and residential construction and how it would diminish and change the neighborhood from a peaceful tranquil part of the city to a much busier urban setting by increasing traffic, litter, noise and the number of residents.

I request the North Berkeley BART to be zoned for a maximum of 7 stories, no more. (7 stories is way out of scale for this neighborhood, but I understand that under AB2923 it must be zoned for at least that.)

The City of Berkeley's General Plan, the MOU between Berkeley and BART, and BART's own documents all commit to respecting the context in developing the North Berkeley BART site. Contextual development is no more than four stories, stepping down to two at the perimeter-this fits in with the surrounding residences. I do not want high-rise housing at the site.

This is not the only place in Berkeley to build housing. There plenty of available market rate housing, and lots more going up. The station is public land, and should be used for the public good. I want affordable, contextual, energy-efficient development that will enhance the neighborhood and the city.

Thank you.

Sincerely,

Patricia Maud Engel, LCSW
1420 Lincoln Street
Berkeley, CA 94702

--

Karly Kaufman

From: Miranda Ewell <mirandaewell@gmail.com>
Sent: Sunday, December 13, 2020 1:13 PM
To: Shen, Alisa; All Council; Berkeley Mayor's Office
Cc: nbneighborhoodalliance@gmail.com
Subject: Housing at North Berkeley BART

WARNING: This email originated outside of City of Berkeley.

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I am increasingly alarmed at the prospect of BART development of housing at the North Berkeley BART station. The facts show that BART has repeatedly shown itself to be an incompetent, mis-managed, bad faith actor. It cannot be trusted with public funds, much less the development of scarce public land.

If you have not already, please read this recent November editorial from the Mercury News:

<http://www.mercurynews.com/2020/11/28/editorial-vta-bart-the-voters-who-approve-their-tax-increases/>

There is a wrongheaded push for housing at any cost by powerful developers and their political allies in Sacramento, who have tried to wrest away local control over local planning, using specious slogans of environmental stewardship. Please do not let this happen!

Berkeley is a highly desirable city, with an educated and well-to-do, liberal population. Private developers, guided by local officials, will always want to develop luxury housing here. That is happening all over town already. The task for public officials in a society which has seen a frightening acceleration of wealth in the hands of a tiny minority is to protect the integrity of the city's historic promise for equity, justice and equality: we need housing for what I will call essential citizens: middle income workers like school teachers and small business employees and low income families, including minorities, refugees and the homeless.

BART has shown its true colors again and again - with its own excessive salary and benefit costs - to be riddled with classic public corruption. The agency thumbs its nose at any attempts to hold it to legal agreements regarding the use and spending of public monies. This has been well documented.

Can BART be trusted at this very important moment? Surely not. As city officials, you cannot ignore - or later claim you did not know - BART's miserable record of broken promises.

Public land for public good! Only a complete failure of duty on your part would allow you to permit BART to build a multi-story, out-of-context monstrosity similar to what it has built at the MacArthur Station (which remains two-thirds empty a year after leasing began!). YOU have the power! Please remember that.

Best,
Miranda Ewell

Lapira, Katrina

From: Pearson, Alene
Sent: Wednesday, December 2, 2020 9:14 AM
To: Lapira, Katrina
Subject: FW: Dec. 2 meeting: (North) BART EIR Scoping

From: Michael Katz [mailto:mqkatz@gmail.com]
Sent: Wednesday, December 2, 2020 9:10 AM
To: Pearson, Alene <apearson@cityofberkeley.info>
Subject: Dec. 2 meeting: (North) BART EIR Scoping

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 Members and Staff,

Please accept these scoping comments on the proposed EIR, regarding the North Berkeley BART station. I'm writing as a North Berkeley resident who relies on this station for access to the BART system.

I believe the EIR's scope should be altered to address the following environmental impacts from new development at North Berkeley BART:

1. Scale: **The proposed study of 1,200 housing units at this site is outrageously out of scale**, and would be a huge violation of trust with the community. Every significant document in this planning process so far has emphasized "contextual" development in this residential neighborhood of 1- and 2-story homes. **Therefore, 400 units would be a reasonable maximum project to study at this site.** The City's General Plan calls for "maintaining character of [Berkeley's] neighborhoods." AB2923's misclassification of this residential package as "City Center" (identically with Ashby) was utterly inappropriate. High-rise buildings are completely out of place here, and would impose significant detriments. These include shadowing of surrounding properties, and vehicle trips generated by residents (who, regardless of vehicle ownership, will have the same rights as everyone else to travel by taxi or ride-hailing services).
2. Height: The EIR should study a project envelope no larger than **4 stories at the center, 2 stories at the perimeter**. This would conform to the controlling City and BART planning documents cited above, while still allowing a significant number of housing units.
3. The EIR should study – and mitigate – the **excess vehicle miles traveled (VMT) by 800+ commuters who will no longer have onsite parking at North Berkeley BART. Many of these affluent "choice" commuters will likely bypass transit altogether, and will become single-occupant drivers to distant workplaces in San Francisco and the Dublin/Pleasanton tech corridor.** This would increase pollutant and CO2 emissions, undermining the City's climate goals. A responsible EIR will carefully model the likely mode shift from transit to driving, under a range of post-pandemic commuting

scenarios. Further, a responsible EIR will study mitigating these detriments by replacing the BART station's existing commuter parking at 100%.

Thank you for considering these comments. And thank you for designing a project EIR that identifies, and promotes, net environmental impacts that are positive rather than negative.

Respectfully yours,
Michael Katz
2117 Rose Street, Berkeley 94709

20 DECEMBER 2020

TO: ALISA SHEN
PRINCIPAL PLANNER
PLANNING and DEVELOPMENT DEPT.
1947 CENTER ST. 2nd FLOOR
BERKELEY CA 94704

RECEIVED
JAN 05 2021
LAND USE PLANNING

COMMENTS ON
THE NOTICE OF PREPARATION
of the ENVIRONMENTAL IMPACT REPORT
on TRANSIT-ORIENTED DEVELOPMENT and ZONING

submitted by
BARBARA ROBBEN
1964 EL DORADO
BERKELEY CA 94707
510-524-2383

BART STATION HOUSING

1.

ON THE CONCEPT OF REFIGURING THE TWO TRANSIT STATIONS IN BERKELEY THAT PRESENTLY OFFER A PARKING AREA ADJACENT TO THE BAY AREA RAPID TRANSIT "BART" STATIONS.

MATTERS OF CONCERN:

HISTORICAL. THE DEMOLITION OF PRIVATE HOMES IN ZONED RESIDENTIAL DISTRICTS: WAS THIS BROUGHT ABOUT BY THE PROCESS OF EMINENT DOMAIN?

IN ADDITION TO THE DISPLACEMENT OF FAMILIES WHOSE LAND WAS TAKEN FROM THEM, AND WHOSE BUILDINGS WERE REMOVED, THERE WAS THE ADDED DETRIMENT TO THE NEIGHBORHOODS THAT LOST THEIR COHESIVENESS, AND THAT HAD TO ENDURE THE TOXIC EFFECTS OF DEMOLITION OVER A SIGNIFICANT TIME PERIOD — THE CONSTRUCTION DUST, NOISE, CONGESTION, HEAVY EQUIPMENT, TRAFFIC.

EVEN WHEN COMPLETED, BART STATION NEIGHBORS CONTINUED TO HAVE THE BURDEN OF ADDITIONAL TRAFFIC FROM USERS OF THE BART SYSTEM.

FOR STATE OFFICIALS AND CITY OFFICIALS NOT LIVING IN THE ASHBY AND NORTH BERKELEY NEIGHBORHOODS TO SUGGEST THAT THESE TWO NEIGHBORHOODS SHOULD AGAIN BE PLACED IN THE CENTER OF A DEMOLITION-AND-CONSTRUCTION AREA SHOWS A SERIOUS LACK OF COMPASSION.

POLLUTION, INCLUDING CLIMATE CHANGE.

THE BART SYSTEM WAS DESIGNED TO REDUCE THE NEED FOR PRIVATE, GASOLINE-POWERED AUTOMOBILES. THE DREAM WAS TO PROVIDE CLEAN, EFFICIENT OPTIONS FOR TRANSPORTATION TO EVERYONE; A SYSTEM THAT WOULD REDUCE THE USE OF FOSSIL-FUELS AND BE LESS POLLUTING.

SO IN THAT SENSE, THERE SHOULD BE NO PARKING LOTS FOR PRIVATE VEHICLES. DURING THE PERIOD SINCE THE OPENING OF BART, THERE HAVE BEEN MANY CHANGES. THE "AMERICANS WITH DISABILITIES ACT" HAS IMPROVED THE TRAVEL OPTIONS FOR MANY PEOPLE. WHEELCHAIR ACCESS AND KNEELING BUSES IMPROVE LIVES.

WHAT ABOUT TAX-PAYERS WHO HAVE SUPPORTED THE BART SYSTEM FROM THE BEGINNING, BUT WHO LIVE, OR NEED TO TRAVEL TO A LOCATION FAR FROM THE BART TRACKS. MAYBE THEY ARE OLD OR INFIRM, OR WITH YOUNG CHILDREN; PERHAPS THERE ARE STEEP HILLS. THEY MAY HAVE A VEHICLE IN THEIR GARAGE THAT COULD BE USEFUL. AT BART, THE PARKING LOTS CAN SOLVE THIS PROBLEM. PARKING LOTS BUILT INTO THE BART PLANNING WERE INTENDED TO ACCOMMODATE THE NEEDS OF ALL PEOPLE, AS WELL AS TO ENHANCE TRAVEL. PRIVATE VEHICLES EXIST. THEY ARE A PART OF OUR MODERN TRANSPORTATION SYSTEM. SOMETIMES THEY NEED TO BE PARKED, WAITING FOR THEIR PEOPLE TO RETURN.

WHY CHANGE PARKING LOTS INTO SOMETHING ELSE?
WHAT IS MORE IMPORTANT THAN TO LEAVE A VEHICLE BEHIND, AND TO INSTEAD TRAVEL TOGETHER WITH MANY OTHERS ON THE BART TRAINS?

IT NEEDS TO BE EXPLAINED TO LEGISLATORS IN SACRAMENTO THAT THEIR GOAL OF HOUSING ALL THE PEOPLE WHO NEED OR WANT AFFORDABLE HOUSING IN THE BAY AREA IS HUMANITARIAN — BUT UNWORKABLE.

LEGISLATORS COME FROM ALL SECTIONS OF CALIFORNIA, AND THE IDEA THAT THESE DIVERSE LEGISLATORS ARE QUALIFIED TO DECIDE THE FATES OF THE RESIDENTS OF THE BAY AREA IS THE WRONG APPROACH TO TAKE.

THERE ARE MULTIPLE RISKS AND DETRIMENTS LYING IN WAIT IN THE AB2923 APPROACH:

- 1. THE COSTS OF CONSTRUCTION FOR BUILDING SEVEN STORIES HIGH OR HIGHER WILL BE GREAT.
- 2. THE SEISMIC REALITIES OF THE SAN ANDREAS FAULT, THE HAYWARD FAULT, THE CALAVERAS FAULT WILL ONLY ADD TO THE REQUIRED SAFEGUARDS AND THE CONSTRUCTION COSTS.
- 3. OTHER CONSTRUCTION COSTS WILL BE FOR LABOR AND MATERIAL - ALL EXPENSIVE HERE.

IT'S HARD TO IMAGINE THAT THE BUILDINGS WOULD EVER BE AFFORDABLE, GIVEN THESE REALITIES.

QUESTIONS REGARDING THE EXPENSES OF THE UNITS OF HOUSING MUST BE ADDRESSED. IN THE FORTH-COMING DOCUMENTS. IF WERE TO DISRUPT OUR COMMUNITIES BECAUSE OF MANDATES FROM SACRAMENTO, WE MUST NOT FOCUS ON ZONING CHANGES WHEN THE ENTIRE PROJECT MAY BE UNWORKABLE. PLEASE BE SPECIFIC ABOUT COSTS IN YOUR COMMUNICATIONS.

COMMENTS,

4.

IF WE CITIZENS ARE LIMITED, BY THE NOTICE OF PREPARATION, TO COMMENT ONLY UPON MATTERS OF ZONING AT THIS TIME, THEN WE ARE PERHAPS BEING SENT ON A FOOL'S ERRAND.

THE LARGER PROBLEM IS NOT WHETHER THE BERKELEY BART AREAS OF ONE CIRCULAR MILE IN DIAMETER SHOULD UNDERGO A RE-ZONING SO THAT WE, AS A COMMUNITY CAN ACCOMMODATE AN INCREASING NUMBER OF PROSPECTIVE RESIDENTS.

THESE ARE HOPED TO BE GOOD PEOPLE, BUT SOMEHOW THOSE WHO CANNOT REALISTICALLY AFFORD THE SKY-HIGH COST OF BUYING OR RENTING PROPERTY IN THE BERKELEY AREA AT THIS TIME.

THE PLAN IS TO PUT THESE PEOPLE IN SKY-HIGH LIVING UNITS, AND TO HOPE THAT THEY CAN THRIVE THERE, AND CONTRIBUTE TO THE COMMUNITY WITH THEIR JOBS.

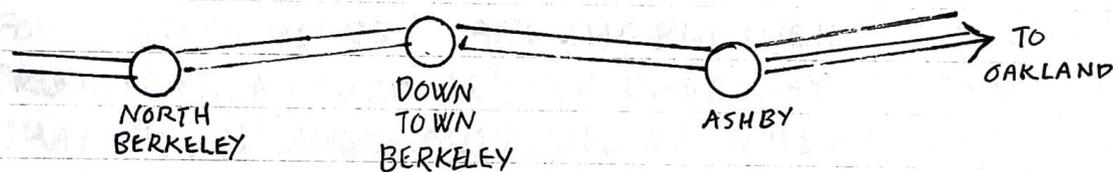
THE ACTUAL ISSUES WHICH COULD WELL UTILIZE OUR COMMENTS AND INSIGHT, ARE MORE ABOUT HUMAN DENSITY, AND CROWDING; AND IN ADDITION, THE ABILITY OF OUR AREA OF THE STATE OF CALIFORNIA TO SUPPORT AN EVER-INCREASING POPULATION.

IF THIS IS TRUE, THEN WE SHOULD BE ALLOWED TO COMMENT ON ASSEMBLY BILL # 2923 ITSELF.

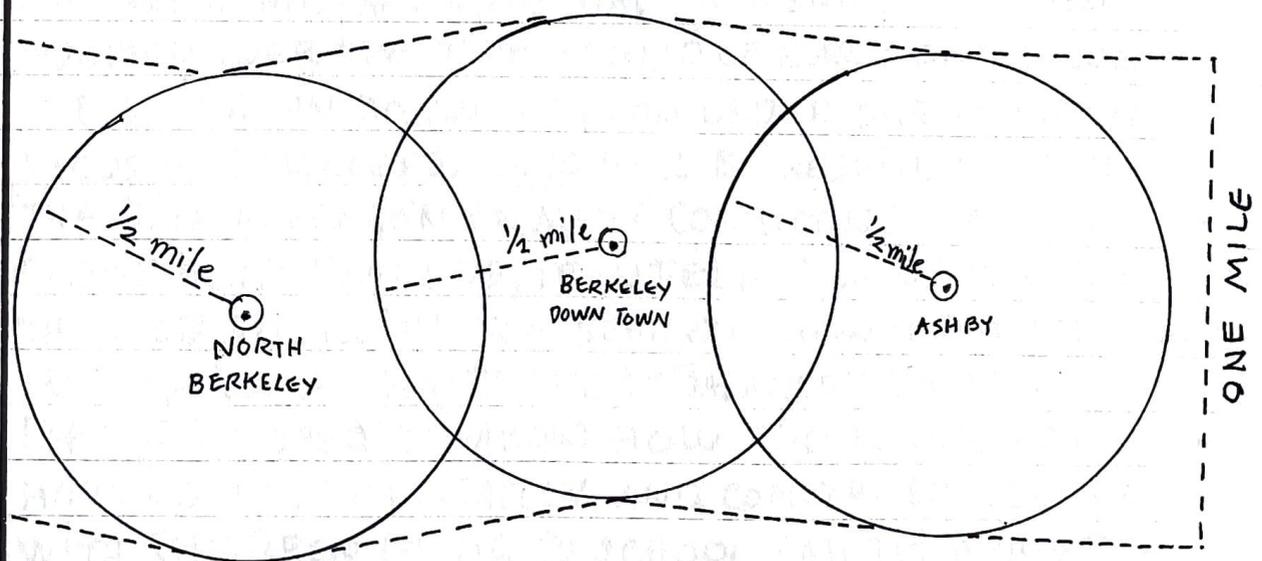
AND SEND IT BACK TO COMMITTEE.

COMMENTS ON ZONING, STRICTLY SPEAKING, CAN ONLY TANGENTIALLY ADDRESS THE LARGER COMPELLING MATTERS.

THE BART SYSTEM DOES NOT ACCOMMODATE AN AUTOMOBILE PARK AT ITS MAIN CITY CENTER STATIONS, BUT THERE IS PARKING AT THE SUBURBAN STATIONS, THOSE NOT ALWAYS WELL-SERVED BY BUS LINES AND OTHER MEANS. PARKING LOTS HAVE BEEN BUILT INTO THE SYSTEM, AND THOSE ARE NEEDED BY THOSE WHO ARE FAR FROM THE STATIONS OR HAVE HEAVY LOADS TO CARRY. THESE PARKING LOTS HAVE BEEN BUILT AND PAID FOR. TO REMOVE THEM WHEN THEY ARE NEEDED DIMINISHES THE VALUE OF THE ENTIRE TRANSIT SYSTEM.



THE BART SYSTEM IS A RIBBON OF TRANSIT CONNECTING THE BAY AREA COMMUNITIES - AN AMENITY TAKEN FROM ONE STATION AFFECTS THE ENTIRE TRANSIT SYSTEM.



A CHANGE OF ZONING RADIATING $\frac{1}{2}$ mile FROM EACH BART STATION WOULD CREATE A LARGE SWATH THROUGH THE MIDDLE OF EACH COMMUNITY SERVED BY A BART STATION.

THE DOWNTOWN BERKELEY BART STATION IS IN A ZONED COMMERCIAL AREA. IT HAS NO PRIVATE VEHICLE LOT AND EVEN FOR BUSES THERE IS LIMITED CURB SPACE. TAXI-CAB PARKING SPACE DOES NOT SEEM TO EXIST BUT SEEMS TO HAVE BEEN ACCOMMODATED IN CLUMSY FASHION BY HAVING A LINE-UP OF TAXIS WAITING ON A SIDE STREET, THEREBY BLOCKING ACCESS FOR OTHER USERS. NO DROP-OFF AREA SEEMS TO HAVE BEEN CREATED OR EVEN THOUGHT OF.

BICYCLES AND BICYCLE PARKING SPACE IS MENTIONED IN THE NOTICE OF PREPARATION FOR THE PROPOSED NEW HOUSING UNITS. WHAT ABOUT BICYCLE SPACE ALLOWED FOR TRANSIT USERS? ARE THE PLANNERS WORKING WITH ORGANIZATIONS SUCH AS "BIKE EAST BAY" TO ENSURE THAT THE ARRANGEMENTS WILL BE SATISFACTORY TO THE ACTUAL USERS OF NON-MOTORIZED TRANSPORTATION, SUCH AS SCOOTERS, RECUMBENT CYCLES, BICYCLES THAT PULL TRAILERS?

BART, IN THE BEGINNING DID NOT EVEN ALLOW BICYCLES ON ON BART TRAINS, AND MANY HALF-MEASURES HAVE BEEN ADOPTED OVER THE TIME PERIOD OF BART'S EXISTENCE; AND ONLY AS AN ACCOMMODATION UNDER DURESS, FOR THE NEEDS OF TRAVELERS. WHO WILL BE RESPONSIBLE FOR THE SAFE OPERATION OF MANY CONFLICTING MEANS OF ACCESS NEAR STATIONS, IF INDEED ZONING WILL BE CHANGED TO ALLOW FOR SEVERAL THOUSAND RESIDENTS IN AN AREA ALREADY OVER-BALANCED BY USERS. PLEASE BE SPECIFIC ABOUT HOW THE AFFORDABLE HOUSING UNITS CAN SAFELY AND COMFORTABLY CO-EXIST, WITH CHILDREN GOING TO SCHOOL, AMIDST ARRIVING BUSES, TAXIS, COMMUTER DROP-OFFS, DELIVERY VANS, AND THE PRIVATE VEHICLES ALLOWED BY ZONING STANDARDS.

THE BART SYSTEM WAS CREATED FIFTY YEARS AGO, MODELED AFTER WORKING SYSTEMS IN OTHER CITIES. IT WAS DESIGNED ORIGINALLY TO SERVE THE GREATER BAY AREA METROPOLITAN USERS. EACH POPULATION AREA WAS ALLOWED TO VOTE ON THE CONCEPT, AND SOME AREAS OPTED OUT, SUCH AS THE SOUTH BAY. FOR AREAS THAT DID VOTE FOR HAVING THE BART SYSTEM, THERE WAS A SIGNIFICANT MONETARY CONTRIBUTION INVOLVED. WITH ONLY PART OF THE BAY AREA ACCEPTING TRACKS, UNFORTUNATELY TRAVELS WERE MORE LIMITED THAN ORIGINALLY PLANNED. THIS SITUATION IS BEING REMEDIED AT THIS TIME, WITH MORE TRACKS AND STATIONS BEING ADDED EVEN IF FIFTY YEARS LATE. OF COURSE THE BAY AREA HAS EXPERIENCED EXTREME GROWTH OVER THIS PERIOD, SO THERE ARE ADDITIONAL PLANNING AND ACQUISITIONS AND FINANCING BURDENS THAT MIGHT BETTER HAVE BEEN INCORPORATED IN THE INITIAL STAGES.

THE QUESTIONS THAT SHOULD BE ANSWERED ARE THOSE ABOUT OWNERSHIP AND CONTROL OF THE BART SYSTEM; AIR RIGHTS TO BUILD ABOVE BART PARKING LOTS; THE WILLINGNESS OR OTHERWISE OF BART ITSELF TO HAVE THE STATE LAWMAKERS COMMANDEER ITS PARKING SPACES; OBLIGATION TO PROPERTY OWNERS NEAR THE STATIONS; FINANCIAL INFORMATION OF ALL KINDS INCLUDING THE INITIAL PUBLIC CONTRIBUTIONS; ON-GOING COSTS OF MAINTENANCE; VARIOUS RISKS TO THE TRANSIT SYSTEM IN CASES SUCH AS COVID-19 RIDERSHIP AND HOW ANY SHORT-FALL WILL BE DEALT WITH; LIABILITIES REGARDING BUILDING OVER TRANSIT TUNNELS; THAT SHOULD ALL BE CONSCIENTIOUSLY DISCUSSED. RESPONSIBILITIES OF THE STATE OF CALIFORNIA FOR MANDATING AB2923 STANDARDS AND ZONING SHOULD BE INCLUDED.

IMPORTANT ISSUES.

MATTERS THAT MORE URGENTLY NEED OUR ATTENTION INCLUDE THE MORE IMMEDIATE POSSIBILITY OF AN EARTHQUAKE ALONG THE HAYWARD FAULT, WHICH PASSES THRU BERKELEY; THE CONTINUING NEED FOR CLEAN WATER, AND THE IMPORTANCE OF CARING FOR ITS SOURCES. ALSO WE NEED TO ALLOW FOR EXPANSION OF OUR WASTE-WATER TREATMENT FACILITIES IF WE ARE TO WELCOME MORE RESIDENTS, SUCH AS THE PROJECTED BART UNITS. THESE ARE BROAD ISSUES THAT MUST BE CONFRONTED IF WE ARE TO INCREASE THE NUMBER OF HUMANS LIVING IN THE SAME RESTRICTING FOOTPRINT OF LAND.

COMMENTS ON ZONING CAN ONLY TANGENTIALLY ADDRESS THESE LARGER COMPELLING MATTERS.

IF I KNOW AND UNDERSTAND THE LARGER ISSUES, BUT LIMIT MY COMMENTS TO THE ARTIFICE OF ZONING, THEN I AM COMPLICIT IN ALLOWING AND OVERLOOKING THE REAL ISSUES.

I ASK THE CITY TO SEND ME A COMPLETE PAPER COPY OF THE FORTH-COMING DOCUMENTS ON THIS SUBJECT AS THEY APPEAR, SO AS TO BE AWARE OF THE PROJECT STATUS. PLEASE SEND ALL NOTICES BY UNITED STATES POSTAL SERVICE AT THE ADDRESS PROVIDED. I WILL EXPECT TO PAY A REASONABLE COST FOR THESE COPIES. THIS IS THE BEST AND ONLY WAY THAT I CAN ACCESS THE DOCUMENTS, AS I DO NOT HAVE ACCESS NOR KNOWLEDGE OF COMPUTER SYSTEMS.

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