

Supplemental Communications (2)

(The following are communications received
12pm September 28- 12pm September 30.)

Lapira, Katrina

From: Anirvan Chatterjee <anirvan@chatterjee.net>
Sent: Monday, September 28, 2020 2:23 PM
To: Pearson, Alene
Subject: Please respect BART MOU in the Adeline Corridor Plan draft

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

Dear Berkeley Planning Commission,

As a North Berkeley resident, it's important to me that we can add the largest possible number of affordable units to the North Berkeley BART station.

As it stands, it appears that the draft Adeline Plan may be in conflict with the Berkeley/BART MOU, and may also circumvent the CAG's attempts to develop a multi-stakeholder compromise plan.

If the Adeline Plan were to effectively downzone the neighborhood, that has implications not only for the Adeline area, but also sets a problematic precedent for neighborhoods like mine, making it harder for us to economically desegregate and welcome abundant housing.

Thank you for removing any language from the plan that would contradict the BART MOU.

Anirvan Chatterjee

Lapira, Katrina

From: Aaron Davidman <aarondavidman@gmail.com>
Sent: Monday, September 28, 2020 12:19 PM
To: Pearson, Alene
Cc: All Council
Subject: Adeline Plan and Ashby BART housing

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

Dear Planning Commission and Berkeley City Council:

I am in favor of more affordable housing in South Berkeley. I am writing to ask you to send the Draft Adeline Corridor Plan back to the Planning Commission Subcommittee with the following three instructions:

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

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

Thank you,
Aaron Davidman
Wheeler St.
South Berkeley Resident

aaron davidman • 510/593-5651

Lapira, Katrina

From: Riti Dhesi <ndhesi@yahoo.com>
Sent: Wednesday, September 30, 2020 10:00 AM
To: Pearson, Alene
Subject: DRAFT Adeline Corridor Plan

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

Sincerely, Riti Dhesi

1612 California Street
Berkeley 94703

Lapira, Katrina

From: Carol Hirth <chirth@mac.com>
Sent: Tuesday, September 29, 2020 12:22 PM
To: Pearson, Alene
Subject: Housing at Ashby BART

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

Dear Members of the Planning Commission,

As a Berkeley resident and member of the North Berkeley Neighborhood Alliance (NBNA), I support the Friends of Adeline's demands for the Adeline Corridor Plan. I further urge the Commission to **endorse the most inclusive proposal that has emerged for the Ashby BART site: 100% affordable housing, achieved with phased development as necessary.**

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

In a year of widespread misfortune and belatedly acknowledged inequities, let us be bold and demand fully affordable housing on BART land. Public land for the public good!

Thank you for considering this perspective.

Carol Hirth
1309 Cornell
94702

Lapira, Katrina

From: Brian W <brianwitt@gmail.com>
Sent: Monday, September 28, 2020 12:03 PM
To: Pearson, Alene
Cc: All Council
Subject: Adeline Plan and Ashby BART housing

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

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

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

Requiring 100% affordable housing not only contradicts the BART MOU that the City Council adopted unanimously, it also threatens getting any new homes built on BART parking lots and will lead to fewer overall affordable housing units being built.

The new proposed zoning does not increase housing density but decreases it. This would be not only a missed opportunity to build more housing in the midst of a housing crisis, it would also be an illegal downzoning of the transit-adjacent area.

Lastly, the proposed go-slow approach is the same approach that has contributed to the current housing crisis. South Berkeley needs more housing for all income levels NOW, not in twenty years.

Thank you,
Brian Witt
King St
South Berkeley Resident



1740 Alcatraz Avenue
Berkeley, CA 94703

Tel: (510) 282-0396
www.youthspiritartworks.org

September 29th, 2020

To the City of Berkeley Planning Commission:

We are Youth Spirit Artworks, a local nonprofit based in South Berkeley that offers job training and empowerment opportunities through art for homeless and low-income youth.

We are fully in support of the demand by Friends of Adeline to make all housing on publicly-owned land at the Ashby BART station dedicated to low-income units that will be affordable to the community members who need it most. As an organization that is currently working on developing the first Tiny House Village for transitional-age youth (TAY) in the country, we support the proposal that 50 of these units are dedicated to Bay Area TAY residents. We also support FOA's demands that at least one half of *all* housing in our community be designated for affordable housing, and that one-third of the housing trust fund must go to South Berkeley, with a minimum of \$50 million over ten years.

Additionally, we support ensuring a future for the Ashby community flea market and its vendors, who represent long-time residents of Berkeley and whose livelihoods depend on their enterprises at the market. As a community with roots in South Berkeley for over a decade, YSA is deeply concerned about the gentrification-driven displacement of local families and their children, whom we serve. The Planning Commission's decisions should be made in the best interest of long-time Berkeley residents, and should not be putting more pressure on already-vulnerable people.

Thank you for reading, and for your consideration.

Sincerely,

Jillian de la Torre

Youth Spirit Artworks | Tiny House Project Coordinator

Lapira, Katrina

From: Rahwa Neguse <executive@healthyblackfamiliesinc.org>
Sent: Monday, September 28, 2020 5:34 PM
To: Pearson, Alene
Cc: Chris Schildt; Vicki Alexander; middeen@berkeleynaacp.com; Pastor Michael Smith
Subject: HBF Memo Demanding Equity for Affordable Housing in South Berkeley
Attachments: HBF Demands Equity In Affordable Housing_09282020.pdf

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

Attached is a memo on behalf of Healthy Black Families, Inc. along with our community partners NAACP and BBEMA. I would like to submit this for the September 30th Planning Commission meeting.

Please confirm receipt of this email and attachment.

In gratitude,
Rahwa

Note: In light of current events where COVID-19 intersects with systemic racism through state-sanctioned violence, the Black community is experiencing multi-level trauma and anguish. This also applies to community facing organizations and staff, such as ours, doing work on the front lines of health equity, racial equity, and social justice. Business cannot go on as usual. Strategic and sustainable change is necessary. Please be mindful of these factors and expect delays in email correspondence, shifting in timelines, and other necessary pivots as we are being present to this moment of collective change, healing, and re-imagining a new way of being.

Rahwa Neguse, MSGH, MPA
Executive Director
Healthy Black Families, Inc.
3356 Adeline Street
Berkeley, CA 94609
510.285.6689
Executive@healthyblackfamiliesinc.org
www.healthyblackfamiliesinc.org

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Healthy Black Families, Inc.
3356 Adeline St., Berkeley, CA 94703
510-285-6689 www.healthyblackfamiliesinc.org



TO: City of Berkeley Planning Commission
DATE: September 28, 2020
MEMO: URGENT AND TIME SENSITIVE
RE: HBF Demands Equity In Affordable Housing

Dear City of Berkeley Planning Commission,

We are writing this letter to urge you, The City of Berkeley Planning Commission, and members of the public to ensure that equity is the standard when reviewing and making a decision on the Adeline Corridor Plan that is in the best interest of the community-at-large.

We understand that on September 30th, there will be a discussion and vote on the Adeline Corridor Plan. We, as Healthy Black Families, stand in solidarity with Friends of Adeline and the larger community to ensure equity is centered in the Plan. In honor of long-time human rights and social justice advocacy, Margy Wilkinson who has passed on, we continue to push for equity, stand for justice, and advocate for the most marginalized among our Berkeley community.

This is a critical juncture and moment in history that we have never seen. We are in the midst of a global health crisis (pandemic), national uprisings against systemic racism, state-sanctioned violence, police brutality and murder with little to no consequence nor justice for the Black community, mass gentrification and housing displacement forcing families out of their homes and at risk of eviction. Affordable housing is critical for long term family sustainability. This Adeline Corridor Plan has the potential to completely demolish the history, contribution, and legacy of Black families and businesses if not corrected.

We write this memo with the support of our long-time community partners who stand in solidarity with us. We thank our supporters: Friends of Adeline, the NAACP, and the Black Ecumenical Ministers Alliance (BBEMA).

What we demand is as follows:

1. **Community driven and designed housing preference policy, inclusive of a strong community engagement process.** We need to ensure Black families have the right to stay, right to return, and right to own.

Healthy Black Families, Inc.
3356 Adeline St., Berkeley, CA 94703
510-285-6689 www.healthyblackfamiliesinc.org



2. **Bring Back the Thriving Black Business Community** to South Berkeley, models exist around the country. Berkeley has its own unique history that we can build upon.
3. **All housing on publicly-owned land MUST be dedicated for 100% low-income housing** that our community can actually afford, as well as a guaranteed future for the Ashby community flea market and its vendors.
4. **At least half of all housing in our community, both new and old, must be affordable for low-income people, including family-sized units.** Developers should not be allowed to pay a fee to get out of building the low-income housing we need.
5. **One-third of our housing trust fund must go to South Berkeley,** with at least a minimum of \$50 million over 10 years.

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

We look forward to hearing from you and hope to partner with you in our resolve to ensure that Black families do not get left behind in the midst of this global health crisis and national uprising against long-standing systemic racism.

Sincerely,

Rahwa Neguse, MSGH, MPA
Executive Director
Healthy Black Families, Inc.

Vicki Alexander, MD, MPH
Board President
Healthy Black Families, Inc.

Healthy Black Families, Inc.
3356 Adeline St., Berkeley, CA 94703
510-285-6689 www.healthyblackfamiliesinc.org



Pastor Michael A. Smith
Senior Pastor, McGee Avenue Baptist Church
Chair, Berkeley Black Ecumenical Ministers Alliance (BBEMA)

Mansour Id Deen
National Association for the Advancement of Colored People (NAACP)

Lapira, Katrina

From: Jack Kurzweil <jack.kurzweil@gmail.com>
Sent: Monday, September 28, 2020 12:13 PM
To: Pearson, Alene
Cc: All Council; Rebecca Saltzman; lateefah simon; Kate Harrison; Cheryl Davila; Ben Bartlett
Subject: Adeline Plan and Ashby BART housing
Attachments: AdelineCorridor-Jack Kurzweil.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.

Dear Planning Commission and Berkeley City Council:

Please consider the attached memo on the Adeline Corridor and Ashby BART.

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

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

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

Thank you,
Jack Kurzweil
1737 Allston Way

Planning the Adeline Corridor and the Ashby BART Station

A Note to the Berkeley Planning Commission and the Berkeley City Council

Jack Kurzweil
1737 Allston Way; Berkeley, 94703
jack.kurzweil@gmail.com

The Adeline Corridor from Dwight Way to Ashby Ave and the Ashby BART Station both call for High Density development.

This stretch of Shattuck and Adeline from Downtown Berkeley BART to Ashby BART is a textbook example of an opportunity to build a vital and dynamic Transit Corridor that includes high density housing and commercial development, facilitating and underwriting the inclusion of a large component of both low income and moderate income housing.

The baseline requirement that this development include substantial low and moderate income housing can only be met by fees leveled on market rate development.

I understand that development, particularly at Ashby BART, of reduced density, 100% affordable housing has been advocated by some in Berkeley. I also understand that, whatever one's aesthetic or social sensibility, there is no apparent way that vision can be realized. For Berkeley to adopt that vision is to announce that Berkeley is not interested in making both the corridor and the station parts of a vital urban corridor.

That would be a great pity and a mark against the planning process in Berkeley.

The Ashby BART Station should be the site of high density housing with as near equal a mix of market rate and affordable housing as can be generated. The affordable housing, in particular, should be oriented to families having children. As a center of the South Berkeley community, the development at the station should include appropriate shopping opportunities. Although Berkeley Bowl is a few blocks up the street, it is already inadequate for the population in South Berkeley. Adding housing will require and additional supermarket.

The structure of housing at Ashby BART needs to include substantial transit planning to service those who use the station. Although the priority should be given to extending public transit to the station, the planning could include retaining much of the existing parking by erecting housing on a platform built over the existing parking areas, allowing for the new construction to be at street level.

There are two other important issues that need to be addressed.

First is the issue of continuing gentrification and displacement of lower income families from the area and the retention of the historical African American history and identity of that area.

Although those who call for 100% Affordable Housing invoke these issues, their approach simply does not speak to any way of slowing down or reversing that already existing process. By way of contrast, the proposal for more intensive housing coming from South Berkeley Now offers specific approaches and plans for maintaining lower income families in existing housing in perpetuity by converting existing housing stock into permanently affordable units.

Finally, there is no reason for the longterm stability of the Ashby Flea Market to stand in the way of maximum development of housing at Ashby BART. My favorite alternative is for the City of Berkeley to simply block off Adeline Street from Woolsey to Essex during the day on Saturday and Sunday.

I am happy to respond to questions and engage discussion.

Jack Kurzweil

Lapira, Katrina

From: Adam Lenz <mradamlenz@gmail.com>
Sent: Monday, September 28, 2020 4:27 PM
To: Pearson, Alene
Cc: All Council
Subject: Ashby BART Housing & Adeline Plan

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

Dear Planning Commission and Berkeley City Council:

The Adeline Plan for housing at Ashby BART is very disappointing. NIMBY's are claiming that the inclusionary housing built by the market rate developers doesn't serve very low-income people and it's actually better to spend more on less units because they serve more needy people. That's the narrative we're battling, and it's inaccurate. **THIS ARGUMENT IS A RED HERRING** that must be stopped. Because low-income housing subsidies rely largely on fees on market rate housing, requiring 100% affordable housing at Ashby BART means fewer low income units will actually be built. **TWICE AS MANY AFFORDABLE UNITS CAN BE BUILT** if we also allow market-rate housing at Ashby BART.

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

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

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

Thank you for maximizing housing at the Ashby BART station,

Adam Lenz
65th St.
South Berkeley Resident

Lapira, Katrina

From: Elaine Magree <elaine.magree@gmail.com>
Sent: Tuesday, September 29, 2020 11:43 AM
To: Pearson, Alene
Subject: Fair Housing for Berkeley

WARNING: This email originated outside of City of Berkeley.
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I'm a hospice nurse, theatre worker, mother, grandmother, spouse, activist and lover of all the created interwoven world.

I can think of nothing more important for Berkeley than having affordable low income housing. Which should mean based affordable for someone earning minimum wage. AND

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

Please use every tool, idea and tactic to make the above demands reality and to make Berkeley fair.

Thank you
Elaine Magree
she/it

Lapira, Katrina

From: Theo Posselt <tposselt.sf@gmail.com>
Sent: Monday, September 28, 2020 2:38 PM
To: Pearson, Alene
Cc: All Council
Subject: Adeline Plan and Ashby BART housing

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

I am aware that the Planning Commission is considering the Adeline Corridor Plan. One key question is 'affordable' (meaning, below-market / subsidized) housing. I think almost all people in Berkeley agree that creating this housing is critical, and are willing to support at least some level of this with public funds.

However this broad consensus still leaves two critical question. First, HOW to provide for 'enough' affordable housing - is it solely through public and non profit funding, or is the role of market rating housing in subsidizing affordable housing critical? Second, aside from the subsidies provided to affordable housing, is market rate housing valuable in itself, via it's role in providing supply to a constrained market?

The current plan seems to take a very strong stand: new market rate housing provides no real social value to Berkeley; and as a result, the best way to provide for affordable housing is through public / non-profit funds, and only build as much affordable housing as 'we' can subsize through that.

I am very much opposed to this view and so I oppose the current Adeline plan. I think new market rate housing is a societal good on many levels - it increases supply in a constrained market, it reduces displacement (assuming it doesn't tear down existing housing), it lowers global emissions by building housing in dense, transit-accessible areas. Furthermore I think it would allow us to build more affordable housing, but introducing new sources of subsidies beyond city and non-profit funding.

As a middle-aged Berkeley native, I've seen the calamitous effects of NOT building housing. We have only built a very minor amount of housing in southwest Berkeley (south of Dwight, west of MLK), aside from the recent San Pablo corridor. In that time we've seen dramatic gentrification and ethnic displacement; taking one measure, the African-American population of Berkeley has dropped from 27k residents to 10k, almost a 2/3 drop. Our approach of putting high barriers on new housing is a primary driver of gentrification and displacement.

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

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

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

Thank you,
Theo Posselt
District 6

Lapira, Katrina

From: Avi Samelson <asamelson@gmail.com>
Sent: Wednesday, September 30, 2020 10:26 AM
To: Pearson, Alene
Subject: Draft Adeline Corridor PAvi Samelson <asamelson@gmail.com>lan

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

Dear Berkeley Planning Commission,

Unfortunately, I cannot attend the planning commission meeting tonight as I am an essential worker doing COVID research at UCSF.

I am writing in support of the city's MOU with BART and want to see the Planning Commission remove language from the Adeline Plan that contradicts the MOU with BART. We all know that this language is effectively a downzoning of the Adeline Corridor.

With smoke in the air again and record high temperatures just this weekend, it is unconscionable that the city is even considering language like this. Increasing density, especially in warm weather regions like Berkeley, is one of the top policies we as a community can pursue to decrease our collective carbon footprint and combat the climate emergency. It makes it even worse that this language has been inserted in the plan for development in and around BART, Berkeley's only electrified mass transit system.

Finally, people of color are disproportionately affected by both air pollution and exclusionary zoning. Increasing density near transit corridors should be a no brainer, as it can rectify these social injustices in one fell swoop. Black Lives Matter, so make our city planning reflect it.

Increasing housing density, and building as many affordable units as possible, whether that is part of building market-rate units or not, is critically important for combating the climate emergency and defeating systemic racism. I support the city's MOU and want to see the Planning Commission remove language from the Adeline Plan that contradicts the BART MOU and effectively downzones large swathes of the Adeline Corridor.

Thanks very much for all the hard work you do for the city,
Avi Samelson

Lapira, Katrina

From: Anne Torney <annemtorney@gmail.com>
Sent: Monday, September 28, 2020 5:56 PM
To: Pearson, Alene
Cc: All Council
Subject: Adeline Plan and Ashby BART housing

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

I am concerned by the process currently under consideration for the Draft Adeline Corridor Plan, and its implications for housing at BART stations.

I understand that the Draft ACP is circumventing the ongoing Berkeley/BART MOU process by requiring 100% affordable housing. While that very worthy goal might eventually be adopted thru the MOU process, I believe it should not be adopted now vs as part of a holistic MOU process, especially without an assured financing commitment to ensure it happens sooner rather than later.

Economic feasibility is so important, and complex, especially with the changing landscape of funding options. 100% affordable housing may be possible, but it may not, and adopting this requirement could mean that ANY housing at Ashby BART takes years longer to materialize. This would be a huge disservice to our community in light of the current, and worsening, housing crisis.

I am also concerned that this sets a precedent for disregarding the Berkeley BART MOU process, the work of the CAG for that MOU, and public meetings on that process.

Thank you,
Anne Torney
1932 Thousand Oaks Blvd
Berkeley

Lapira, Katrina

From: Eugene Turitz <eturitz@sbcglobal.net>
Sent: Monday, September 28, 2020 12:26 PM
To: Pearson, Alene
Subject: To The Planning Commission

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 – September 28, 2020

While thanking you all for the hard work that you have been doing to complete the Adeline Corridor Plan many of us feel that this 5-year process has only taken so long due to the unwillingness of the Planning Department, the City Manager, and some Council Members, to carry out what the community has been demanding from the outset.

We saw that when an earlier group of consultants started to respond to and follow what the community was saying they were removed from the process. We know that the developers who have been determining what is being built in Berkeley do not like losing their control, a control that they have bought both within the city and within the state.

We have heard the denigration of people in our community who need housing, low-income people, no-income people, minimum wage earners, and yes school teachers, and city employees. We have heard the comments about not wanting housing “only for those people” and how we do not want to create another Cabrini Green. Much of this gets rephrased that to develop such housing is “not feasible”. Or trying to develop 100% housing that is affordable to those living in our community will only get you 100% of 0 or nothing.

We also hear the implications that not allowing for-profit development is the plot of NIMBY’s who are only trying to protect themselves not that these same people are trying to keep those, whose major interest is the profits they can make, from destroying out community.

We hope that you will look at the information from Rob Wren that shows that –

Feasibility – non profit developers. For non-profit developers, feasibility is a matter of availability of local public funds that can be used to leverage tax credits along with various county, state, and federal funds available for affordable housing.

Rick Jacobus told the subcommittee that the local subsidy per unit ranges from \$100,000 to \$150,000. If we assume the higher amount, then available revenues would pay for between about 1750 and 2285 units. This would certainly make possible the full development of the Ashby BART with below market affordable housing.

We also would like you to recognize your responsibility as the Planning Commission. Your sub-committee held hearings. You are holding hearings. You are, hopefully, listening to and representing the community. Rob Wren states clearly that –

The Planning Commission is charged by state law as the body that reviews plans and zoning and makes recommendations to the City Council. It makes no sense to me to dodge how Asbhy BART should be used since the overall plan goal of achieving 50% below market affordable units in the Adeline Corridor cannot be achieved without development that at least comes close to 100% affordable at Asbhy BART.

For us, in South Berkeley, all construction in the Adeline Corridor, all construction in Berkeley must be available, especially to those who have been forced out of our community, to those whose ability to remain here now is being threatened by the overwhelming rise in the cost of living and specifically the cost of being able to live in a safe, secure, healthy, home.

Thank you – Eugene Turitz

Lapira, Katrina

From: R. JAY WALLACE <rjw@berkeley.edu>
Sent: Monday, September 28, 2020 1:35 PM
To: Pearson, Alene
Cc: All Council
Subject: Adeline Plan and Ashby BART housing

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

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

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

Thank you,
Richard Wallace
2512 Hill Ct
Berkeley, CA 94708
North Berkeley resident

Lapira, Katrina

From: Wilson, Jacqueline <Jacqueline.Wilson@ucsf.edu>
Sent: Tuesday, September 29, 2020 12:05 PM
To: Pearson, Alene
Subject: Friends of Adeline and Affordable Housing at Ashby BART

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

As a Berkeley resident and member of the North Berkeley Neighborhood Alliance (NBNA), I support the Friends of Adeline's demands for the Adeline Corridor Plan. I further urge the Commission to endorse the most inclusive proposal that has emerged for the Ashby BART site: 100% affordable housing, achieved with phased development as necessary.

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

In a year of widespread misfortune and belatedly acknowledged inequities, let us be bold and demand fully affordable housing on BART land. Public land for the public good!

Thank you for considering this perspective.

Jacqueline Wilson
1556 Sacramento Street
Berkeley CA 94702